

Bus & Coach

3 December 2004 Issue 793

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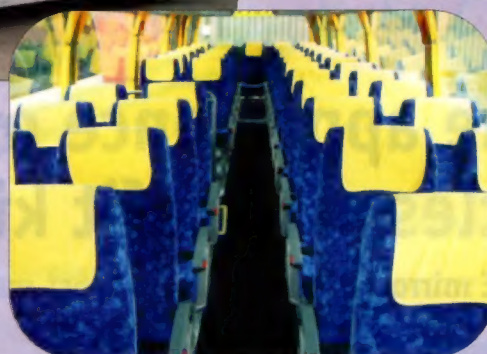


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2000 VOLVO B10MT VAN HOOL ALIZEE SH, 49/53 recliners, centre demounted toilet, continental door, air conditioning, retarder, double glazing, reversing camera £110,000
1999 VOLVO B10M PLAXTON EXCALIBUR, 49/53 recliners, crew seat, centre sunken demountable toilet, continental door, air conditioning double glazing, auto gearbox £85,000
1999 DENNIS JAVELIN GX NEOPLAN TRANSLINER, 53 recliners, rear continental door, Webasto, retarder, video, air conditioning, double glazing, driver's bunk, curtains £62,500
1998 VOLVO B10M BERKHOF AXIAL, 30/49 recliners, rear kitchen, toilet, tables, air con **RING TO VIEW** £87,500
1998 VOLVO B10M BERKHOF AXIAL, 40/49 recliners, crew seat, air conditioning, double glazing, centre sunken toilet, hot water boiler, double fridge at rear, microwave, video & 2 monitors, continental door, driver's bunk, Webasto, Telma retarder, exterior finished in white unsignwritten £76,500
1998 VOLVO B10M BERKHOF AXIAL, 49 retrimmed recliners, crew seat, centre sunken toilet, continental door, Telma, air conditioned, Webasto £79,500
1998 VOLVO B10M BERKHOF AXIAL, 49 retrimmed recliners, centre toilet/cont. door, fridge, boiler, webasto, Telma, air con **RING TO VIEW** £87,500
1998 VOLVO B10M PLAXTON EXCALIBUR, 49 recliners, centre sunken toilet, continental door, air conditioning, double glazing £82,500
1997 VOLVO B10M JONCKHEERE MISTRAL, 49/53 recliners, crew seat, airco, demountable toilet & continental door £79,500
1996 MERCEDES 814 ROBIN HOOD 16 seater, air conditioned, power door, to be sold with new MOT £18,750
1996 MERCEDES 208 SPRINTER, 8 seats, air conditioned £6,500
1995 SETRA S210H 24 Ambiente recliners, 6 tables 2 crew seats, rear saloon, toilet, rear servery, video + monitor, air conditioned **RING TO VIEW** £45,000
1995 DENNIS JAVELIN GX BERKHOF EXCELLENCE 1000LD, low driver, 51 recliners, rear continental door, sunken toilet, double glazing, crew seat, air conditioning £46,000
1993 VOLVO B10M VAN HOOL ALIZEE 48 recliners, crew seat, rear sunken toilet, continental door, air conditioned, rack locker doors, Telma £45,000

VOLVOS

1998 VOLVO B10M PLAXTON PREMIERE 350, 49/53 recliners, crew seat, double glazed, rear sunken toilet/continental door £82,500
1997 VOLVO B10M JONCKHEERE MISTRAL, 51 recliners, crew seat, rear saloon toilet, continental door, boiler by crew seat £79,500

1990 VOLVO B10M PARAMOUNT 3200, 57 seater £24,950
1989 VOLVO B10M JONCKHEERE P50, 51 recliners, rear toilet £19,500
1987 VOLVO B10M JONCKHEERE P50, 53 recliners, power door £17,500
1986 VOLVO B10M CAETANO ALGARVE, 53 seats £9,000
1983 VOLVO B10M PLAXTON PARAMOUNT 3200, 53 seat £3,500

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1995 (N) TOYOTA OPTIMO, 18 seat, large boot £10,250
1995 MERCEDES 711D AUTOBUS, 24 seats, seat belts, power door, rack, boot, radio £17,000
1995 MAN 18.370 BERKHOF EXCELLENCE 1000LD, 51 recliners, crew seat, centre sunken toilet, continental door, fridge, hot water boiler, double glazing £44,995
1994 TOYOTA OPTIMO, 18 seats, large boot, power door £7,750
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1992 BOVA FUTURA FHD, 55 newly retrimmed recliners, crew seat, double glazed, demounted centre toilet & continental door, being re-tested £37,500
1991 LEYLAND TIGER 290 PLAXTON PARAMOUNT 3200, 53/57 seats, power door, Cummins L10 Engine £22,000
1990 MERCEDES 0303 PLAXTON PARAMOUNT 3500, 53 seats, power door £27,000
1990 MERCEDES 609 M2M, 23 seats £3,750
1989 DENNIS JAVELIN DUPLÉ 320, 57 seats £5,500
1988 MERCEDES 0303 49 retrimmed recliners, centre sunken toilet, continental door, retractable seat belts £10,000
1988 SCANIA K112 PLAXTON PARAMOUNT 3500, 49 retrimmed recliners, centre sunken toilet, crew seat, continental door £14,000
1985 LEYLAND TIGER PLAXTON PARAMOUNT 3500, semi auto, 51 recliners, crew seat £4,500
1983 LEYLAND TIGER PLAXTON PARAMOUNT 3200, 48 seats, crew seat, rear saloon toilet £3,950
1983 LEYLAND TIGER PLAXTON SUPREME V EXPRESS, 11 metre, 53 seats £1,750

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2002 IVECO EURORIDER BEULAS EL MUNDO 12M

48 recliners, green/multi-col moquette, rear floor mounted toilet, double glazed tinted side windows, curtains, courier seat, AIR CON, rear servery with drinks facility, fridge and cupboards, wired for TV/video, power operated driver's and courier's windows, driver's door, automatic gearbox and power operated luggage access flaps. Choice of two, one beige or one white.



2001 IVECO EURORIDER BEULAS EL MUNDO 12M

48 recliners, green/multi-col moquette, rear floor mounted toilet, double glazed tinted side windows, curtains, courier seat, AIR CON, rear servery with drinks facility, fridge and cupboards, wired for TV/video, power operated driver's and courier's windows, driver's door, automatic gearbox and power operated luggage access flaps. Exterior metallic silver/grey.



2001 (Sept) SCANIA L94 VAN HOOL ALIZEE-H 12M

49/53 recliners, black multi-col moquette, centre sunken demountable toilet, double glazed tinted side windows, curtains, courier seat, aircraft style doors to hatracks, SUTRAK AIR CON, fridge, drinks machine, Comfort shift gearbox, retarder and wired TV/video. Exterior white.



2000 VOLVO B10M PLAXTON PREMIERE 350 12M

49 recliners, red/orange/black moquette, rear sunken toilet, double glazed side windows, courier seat, curtains, AIR CON, aircraft style doors to hatracks and TELMA retarder. Exterior white.



2000 IVECO EURORIDER BEULAS STERGO-e 12M

49 recliners, blue/multi-col moquette, centre sunken toilet, power operated continental door, double glazed tinted side windows, curtains, courier seat, AIR CON, driver's sleeping berth, drinks machine, fridge, wired for TV/video, driver's door, and power courier's and driver's windows. Exterior white.



2000 VOLVO B10M BERKHOF AXIAL 12M

51 recliners, blue multi-col moquette, centre sunken toilet, double glazed side windows, courier seat, curtains, AIR CON, fridge, drinks machine, Webasto pre-heater and wired TV/video. Exterior white.



1999 (Sept) TOYOTA CAETANO OPTIMO IV (wide body)

22 seats, black multi-col moquette, tinted side windows, curtains, courier seat, driver's door, and power entrance door. Exterior silver.



1998 SCANIA K113 VAN HOOL ALIZEE-HE 12M

49 recliners, blue multi-col moquette, centre sunken toilet, double glazed side windows, curtains, courier seat, AIR CON, fridge, drinks machine, driver's berth, Comfort shift gearbox, retarder, alloy wheels and wired TV/video. Exterior white.



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East Lancs wins order for Mexico

East Lancs has won its first ever order for vehicles for operation in Mexico. The order is for ten double deckers for operation in Mexico City. The full details of the buses are not yet known, in particular on which chassis they will be built. What is known is that the basic specification is two axle buses with twin doors and seating for 70. The buses are to operate on a dedicated route between Mexico City and Santa Fe using the Reforma Highway. The buses will replace single deck and micro buses which currently operate the service.

East Lancs has been negotiating with the authorities in Mexico for over eighteen months on the possible introduction of double deckers to ease the City's transport problems.

The buses are being bought by a consortium of Mexican businessmen headed by Senor



L to R Philip Hilton, MBE, Humberto Parra Jnr (signing), Maria del Carmen Peres Muzo and Cesar Buenrostro Moren of the Transport Secretary's office in Mexico City at the signing of the contract for the new buses.

Rogelio Diaz Torres, recently voted Businessman of the Year, in Mexico. His brother, Ruban Diaz Torres, Humberto Parra Snr and his son Humberto Parra Jnr have been the driving force behind the project and have visited the UK to inspect production at East Lancs.

Philip Hilton MBE has been handling the negotiations for East Lancs and paid tribute to the immense help he had received from the British Ambassador and her staff at the Embassy in Mexico.

The purchasing consortium are currently in the process of building a new purpose designed factory which will open in 2006 with the aim of assembling further buses from kits exported from the UK.

The new buses are due for delivery next May.

Dennis Coaches are back

That is the message coming out strongly from Guildford. After some years of indecision over the future of Dennis's coach models under the TransBus operation, the new owners Alexander Dennis, have decided that the range is to be continued and developed. Good news for operators.

A new sales team has been put together with Roger Paice as head

of Dennis Coach Sales, assisted by Paul Hopwood and David Brown.

The team is aiming to increase sales of the Javelin substantially, both with the Plaxton Profile body and also with bodies by other builders. The R series which, has been something of a Cinderella product and gone through a number of identity crises in recent

years, is now back as the R series and is to be the subject of a major sales campaign. The R series is well liked by those operators who have bought them, especially Alfa Travel in Chorley, who have the biggest fleet. Paul Sawbridge MD of Alfa Travel said, 'I cannot understand why Transbus didn't show more commitment to the R series. Our Plaxton bodied R series are excellent coaches - they've got power, they're comfortable, they're reliable and extremely economical.'

Sawbridge reckons the R series are saving his company £100,000 in fuel costs every year.

To date, most R series have been bodied by Plaxton but Berkhof and Caetano have bodied examples in the past and the new team are looking to widen the range of bodies available with R series componentry.

Back-up has also been an area of criticism from operators and Dennis are making strenuous efforts to overcome that problem with re-motivation of their dealers and integration of parts, workshops and field service within the Dennis Coaches Sales and Marketing function. The Alexander Dennis parts operation at



Alfa Travel operate the largest fleet of R Series coaches.

Skelmersdale is now fully up to speed with parts for Dennis coach chassis and the Dennis Call Centre is again fully manned for roadside assistance.

Developments are already in-hand to fit the range with engines to meet Euro 4 and Euro 5 at the appropriate times.

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1994 DAF SB3000 m/ret VAN HOOL ALIZEE DH, 51 reclining
seats, centre sunken toilet, boiler £65,000



1991 LEYLAND TIGER man PLAXTON PARAMOUNT 3200
53 reclining seats, single glazed, pivot door £17,950



1992 DAF SB2305 man VAN HOOL ALIZEE DH,
53 reclining seats,
£29,500



1993 DAF SB3000 auto VAN HOOL ALIZEE H, 51 reclining
seats, rear toilet £55,000



1983 SCANIA K112 JONCKHEERE JUBILEE P50, 51 reclining
seats, centre sunken toilet, water boiler, TV/Video £9,950



1992 DAF MB230 man VAN HOOL ALIZEE H, 51 reclining
seats, centre sunken toilet £45,000

Neoman introduces ProNeo production structure

The official opening of the modernised Neoplan production centre at Pilsting in Germany has allowed Neoman, the parent company, to introduce its new ProNeo production system. The new facilities were officially opened by Joachim Reinmuth, Chairman of the Neoplan Bus Executive Board, together with Erwin Huber, Minister of State for Bavaria, Heinrich Trapp, Regional Councillor, Josef Maierhofer, Mayor of Pilsting, and Karl Binder the factory manager.

The ProNeo project was started in 2003 at three Neoplan facilities, Stuttgart, Pilsting and Plauen, together with the facilities at Poznan, Starachowice and Saltzgitter and the Ankara, Turkey

facility. Euros 10 million has been invested in the project. 50% of that sum was spent at Pilsting and 25% at Plauen. The aim being to rationalise the MAN and Neoplan model ranges and introduce maximum component commonality. At the same time the three year plan aims to boost productivity and raise quality.

Under the plan, the Plauen facility will be responsible primarily for the manufacture of bodies-in-white for all models except the new Trendliner and the Tourliner which will be built in Ankara. The plant will also part manufacture the Starliner, Skyliner and Centroliner double decker with these products being finished at Stuttgart and Pilsting. Body



frames for the Euroliner, Cityliner, Spaceliner and Centroliner M models will be moved by road to Pilsting for final completion. The Plauen plant is capable of producing 900 bodies frames a year.

Pilsting will no longer manufacture body frames but will become the central assembly plant, taking the frames from Plauen for the Cityliner, Spaceliner and Euroliner U,K and SHD

models. It will also complete the production of the Centroliner E which is built in Poland at Poznan and Starachowice and the Trendliner from Turkey and will retain production of trolleybuses. The plant has a capacity of 1250 buses annually.

Stuttgart will continue to finish the high premium coaches particularly the new Skyliner and the Starliner.

First Solos for Denmark

Optare's new European Sales operation is already having success. The company has just received its first order from Denmark. The seven Solo buses will operate for Arriva's Danish subsidiary on special services in the capital Copenhagen.

The new buses are the recently introduced 9.5m version with the Cummins ISBe engine. They will differ from UK versions in having double glazing, two doors and two wheelchair bays. They will be able to seat 22 passengers.

Putney Bridge station revamped

Putney Bridge bus station, one of the busiest in London, has been closed until March 2005 to allow the facilities to be revamped. Included in the work is the installation of non-slip paving, re-profiling and surfacing to suit use by disabled and wheelchair passengers and a new CCTV system. In all TfL is spending £400,000 on the work.

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LDV Convoy (1995) - 14 seats - wh/ch access, lugg racks, option to remove seats, £'s to clear!!
LDV Convoy (1998) - 16 seats - factory bus, side entry, MoT until June 2005, £'s to clear!!
LDV Convoy (1998) - 16 seats - coach spec., front entry, high back coach seats, luggage racks
M-Benz 614D (1999) - 18 seats - gaudi seats, dark glazing, lugg racks, full year MoT, low mileage
M-Benz 512D (1997) - 20 seats - lugg racks, webasto heating, panoramic windows, courier seat
M-Benz 811 Plaxton Beaver (1993) - 31 seats - service bus, wide entrance, power door
MAN Marco Polo (2003) - 35 seats - recl. seats, luggage racks, F/A, D/G, automatic, MO until July 2005

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First/BAA new £1 million Stansted service

FirstGroup and the British Airports Authority have invested £1 million in a new fleet of six coaches to operate a second express service to Stansted Airport. The new X30 service is being operated jointly by First, BAA and Essex County Council. The service will operate from Southend via Chelmsford. The vehicles being used for the service are Plaxton Cheetah 29

seaters similar to those already used on the X22 Coachlink service from Colchester and Braintree to the airport.

Steve Smith, MD of First Essex, said, 'This new service not only gives a direct link to the airport from Southend and Rayleigh but also reduces the journey time from Chelmsford. We recently announced a 64% passenger

increase on the X22 and I am confident that we will see the new service generate similar business. We know that the X22 has led to people switching to the coach rather than having the hassle of driving themselves to the airport and parking.'

The new X30 operates hourly from 02.00 to 24.00hrs seven days a week.

New buses for Plymouth

Plymouth Citybus has added eight new buses worth £850,000 to its fleet, bringing the total number of low floor buses operated to 84. The buses are Alexander Dennis Darts with Cummins engines and fully automatic transmissions. They carry 37 seated passengers and an additional 21 standees plus being wheelchair accessible.

Speaking of the new buses, John Ackroyd, Acting MD of Plymouth Citybus said, 'We are roughly half way through our programme which will take between five and seven years to complete at this rate of investment. This will see the whole of the basic fleet converted to low floor accessible buses.'



Acting MD of Plymouth Citybus John Ackroyd with one of the new buses.

Big Bus sees sales rise by 200%

The Big Bus Company which operates the only open top sightseeing bus tour in Philadelphia has seen its business increase by 200% in one year. The tour offers a bird's eye view of the historic city using traditional ex London rear engined double deckers. Big Bus also operate in London and Dubai.

Branigan is new Fleet Engineer for First Chester

Michael Branigan has been appointed Fleet Engineer by First Chester and the Wirral. Branigan joined First in 1997 as a night vehicle inspector and has risen through the ranks to his current position of Fleet Engineer for the Chester Depot. Prior to joining First he served for 22 years in the REME and he remains a Warrant Officer with the Territorial Army REME transport regiment.



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1994 "M" Dennis Javelin 290GX

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1993 "K" Setra S215 HD



49 reclining seats, crew seat, belts, air con, webasto, retarder, centre toilet, tv/video, drinks machine

£49,950

1999 "T" Volvo B10M

Plaxton Excalibur (Choice of two)



49 reclining seats, crew seat, belts, air con, retarder, centre toilet, tv/video, newly repainted and retrimmed

£110,950

1999 "S" Volvo B10M

Plaxton Premiere 350



49 reclining seats, crew seat, belts, air con, centre toilet, tv/video, newly repainted and retrimmed

£99,950

1999 "T" MAN Neoplan Cityliner



49 reclining seats, crew seat, belts, air con, webasto, retarder, rear saloon toilet

£102,950

1999 "T" Mercedes OM441 Neoplan

Cityliner N116/2



48 reclining seats, double crew seat, air con, retarder, webasto, rear saloon toilet, servery

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 2000 EOS 90, auto MAN eng, 46 reclining seats, rear toilet, air con
 2000 DAF SB3000, auto IKARUS 396, 49 reclining seats, rear toilet, air con
 2000 SCANIA K124 C shift VANHOOL ALIZEE T9, 49 reclining seats, centre sunken toilet, air con
 1999 DAF SB3000, auto VANHOOL ALIZEE H, 49 reclining seats, centre sunken toilet, air con
 1999 EOS 90, man MAN eng, 48 reclining seats, rear toilet, air con
 1999 MERCEDES 412D, auto WHITACRES, 14 seats with 3 point belts, large rear luggage
 1998 DAF SB3000, man VANHOOL ALIZEE H, 51 reclining seats, centre sunken toilet, air con
 1998 DAF SB3000, auto VANHOOL ALIZEE H, 49 reclining seats, rear toilet, air con
 1998 EOS 90, man MAN eng, 49 reclining seats, rear toilet, air con
 1998 EOS 90, man MAN eng, 48 reclining seats, rear toilet, air con, fridge, boiler
 1998 SCANIA L94, auto VANHOOL ALIZEE T9, 49 reclining seats, centre sunken toilet, air con
 1997 DAF SB3000, auto VANHOOL ALIZEE H, 49 reclining seats, centre sunken toilet, air con
 1997 DAF SB3000, man IKARUS 396, 49 reclining seats, centre sunken toilet, air con
 1997 DAF SB3000, auto IKARUS 350, 53 reclining seats
 1997 EOS 90, man MAN eng, 51 reclining seats, rear toilet
 1996 DAF SB3000, man PLAXTON PREMIERE 350, 53 reclining seats
 1996 DAF SB3000, man VANHOOL ALIZEE DH, 51 reclining seats, centre sunken toilet, air con
 1996 DAF SB3000, auto VANHOOL ALIZEE H, 49 reclining seats, centre sunken toilet, air con
 1996 EOS 90, man MAN eng, 49 reclining seats, centre sunken toilet, air con
 1996 EOS 90, man MAN eng, 51 reclining seats, rear toilet, air con
 1996 EOS 80, man MERC eng, 30 reclining seats, rear toilet, air con, TV/Video
 1995 DAF SB3000, man VANHOOL ALIZEE H, 51 reclining seats, centre sunken toilet
 1994 DAF SB3000, m/ret VANHOOL ALIZEE DH, 51 reclining seats, centre sunken toilet
 1993 DAF SB3000, auto VANHOOL ALIZEE H, 51 reclining seats, centre sunken toilet
 1993 DAF SB3000, auto VANHOOL ALIZEE H, 51 reclining seats, rear toilet
 1992 DAF MB230, man VANHOOL ALIZEE H, 53 reclining seats
 1992 DAF MB230, man VANHOOL ALIZEE H, 51 reclining seats, centre sunken toilet
 1992 DAF SB2305, man VANHOOL ALIZEE DH, 53 reclining seats
 1991 LEYLAND TIGER, man PLAXTON PARAMOUNT 3200, 53 reclining seats, single glazed
 1988 DAF SB2300, man DUPLE 320, 57 seats
 1985 LEYLAND TIGER, semi PLAXTON PARAMOUNT 3500, 49 reclining seats, rear toilet
 1983 SCANIA, man JONCKHEERE JUBILEE 50, 51 reclining seats, centre sunken toilet

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VDL Kusters of Holland

The name VDL Kusters is perhaps not that well known in the UK but certainly the Kusters part of it is well known on the Continent. The profile may not yet be high, but VDL Kusters is already here in the UK. Quietly, with just one product in its range, it has already put itself close to the number one position in one sector of the market, that for low floor, van derived, directly wheelchair accessible minibuses - a VDL Kusters speciality. In two years they have already delivered 50 units into the UK.

History

Kusters is a long established name in Holland. The company was started by Wim Kusters and



Maarten Waterschoot, Export Sales Manager for VDL Kusters who is spearheading the UK expansion.

X.Lemmens in 1921 in the small town of Venlo, close to Eindhoven, manufacturing horse drawn carriages. Kusters and Lemmens gradually



The low floor, directly wheelchair accessible Sprinter 616 which VDL Kusters market in Europe as the Parade.



The VDL Kusters plant at Venlo, Holland. It is currently being expanded to double production space.

switched over to the production of horse drawn and later motor driven buses and coaches. In 1940 the two partners separated the business into two units. Mr Kusters continuing with the name

Kusters whilst Mr Lemmens went off to form Eindhoven Carrosserie Fabriek. Kusters at that time was heavily involved in producing coaches. These were for the large Dutch coal mining industry, which required transport for huge numbers of immigrant labourers, as it was World War II and Holland was occupied by Germany. After the war they stayed as conventional coachbuilders until 1965 when they began to diversify into other work including special vans for the police and fire departments, car repair and fitting of extra features, such as sliding roofs and air conditioning, to coaches. Conventional coach bodies were also built, usually on DAF chassis.

In 1970 the decision was taken to change the direction of the company and to specialise in converting mass produced vans into minibuses and coaches up to about 30 seats. Interestingly the car repair business was retained and is still going today.

In 1990 Kusters sold the company to the management. Today's MD Huub Verdonck was one of those involved. Kusters was also a minibus supplier to United Bus, the ill-fated amalgamation of many well known bus

companies including DAF Bus, Bova Den Oudsten, DAB in Denmark and Optare. The well documented problems of this concern resulted in bankruptcy in 1992, the same year that Kusters was taken over by the Berkhof Jonckheere Group. In 1998 that in turn was taken over by the VDL Group, the huge Dutch engineering conglomerate headed by Wim van der Leegte and which runs over 60 successful companies in Holland. That move saw positive development for Kusters with expansion and a second factory unit opened near to the existing facility. In 2002 VDL also took over



A conversion of the Mercedes Vario undergoing pdi before delivery.

Bova, and this was to have huge significance for Kusters.

The VDL group decided to re-brand and all the member companies, although still operating as separate companies, were pre-fixed with VDL hence Kusters became VDL Kusters.

The introduction of VDL Bova to the VDL Group Bus Division has created a significant benefit for



Completed Mercedes Sprinter conversions ready to leave the Venlo plant.

VDL Kusters. VDL Bova already had a well established network of sales and service companies throughout Europe and they were given direct access to the products of VDL Kusters. This has proved highly successful with the line satellites generating considerable business for the Venlo operation. So much so that, as I write, construction is beginning on expanding the current Venlo factory by 50%, taking it from its current 6,000 sq metres to over 6,500 sq metres of productive space. It should be on stream by mid 2005 at which time a small satellite factory unit will be closed.

VDL Kusters has a turnover of Euros 12million and employs 100 people and 50% of its production is exported.

Export Sales Manager for Europe is Maarten Waterschoot - a familiar figure at UK shows.

VDL Kusters in the UK

Two years ago VDL Kusters signed an agreement with the John Clark Group in Aberdeen, holders of many Scottish car franchises, to develop and market a version of their low floor, directly wheelchair accessible minibus based on the VW LT46 panel van. Responsibility for the product was given to John Clark line company Edinburgh VW Van Centre in Edinburgh.

The Company has recently begun marketing its minibus products under the Commercial Vehicle Innovations (CVI) name, appearing in this guise at both the NEC and CTE exhibitions. Following on from that decision, CVI has now been set up as a totally separate operation to market All the VDL Kusters product range in the UK. The new company will be based in Derbyshire and is to be managed by Mark Whittaker who was previously with Edinburgh VW Van Centre, before he left to found Driveline with his brother Lee. Mark is relinquishing his role in Driveline in order to manage the new company, which will be responsible for sales, service, parts and after care for the VDL Kusters product, as well as PDI



This special Sprinter has been built to luxury specification - including special accommodation for golf clubs, for VDL boss Wim van der Leegte.



VDL Kusters modify the Mercedes Vario by cutting the body behind the cab along the centre line and adding 27cm to the width.

conversions of the Mercedes Sprinter range both in low floor directly wheelchair accessible form



A 16 seat plus wheelchair passenger VW LT46 directly wheelchair accessible minibus bound for the UK.

and COIF on all new products coming into the country. The new company is planning to open dedicated premises in the Derbyshire area in the near future. They are also planning to introduce a training scheme especially aimed at Community Transport users, which will show how to drive, look after and get the best out of the product. This training will be available in two forms - direct instruction and by CD ROM package.

Product

Whilst VDL Kusters is known only in the UK for its VW LT46 conversion, it has a much wider product base in Europe. Its principal products are

and in conventional high flat floor format. Versions are produced to standard length and also with extended wheelbases or extended rear overhangs or both. Flat floor design on the VW LT46 and the Iveco Daily are also produced. Again there are standard versions and versions with extended wheelbases and/or extended rear sections. Indeed, some flat floor LT46s have also been sold in Britain to South Lanarkshire Community Transport. The design for the Sprinter was also imitated by some of Kusters' competitors.

Another Kusters development is a low floor, directly wheelchair accessible version of the Mercedes Sprinter 616. This is a coachbuilt vehicle with a wider body than the conventional van. EvoBus have also developed a similar vehicle and Mellor now manufacture this in the UK. The VDL Kusters vehicle is called the Parade and has sold well in Europe. There are no plans to bring this vehicle to the UK, partly because of the existence of the Mellor product and partly because the 616 Sprinter is believed to have only a short life ahead of it. Standard Sprinter conversions and any replacement for the 616 are, however, likely to come to this country in the future.

VDL Kusters also produce a special version of



An extended rear end conversion on a VW LT46 destined for the UK.

the Mercedes Vario in Europe. In this the cab front is retained but from the A pillar rearwards the body is widened by 27cm. This is achieved by taking the standard Vario van body and splitting it in two down the middle and inserting a new section. Versions with an extended rear end are also produced.

The company continues to build special van conversions for the Dutch Police and Fire Services and it still retains a very active car repair operation on the Venlo site. The latter operates as a stand-alone unit but there is some staff sharing between the two units, especially spray painters.

Manufacture

The first stage of the production process involves the carving up of the van body. In the case of the low floor, directly accessible vehicles this involves severing the body behind the cab and inserting the dropped floor for the entrance. This procedure also lengthens the wheelbase. Standard manufacturers parts are used for all the



The cutaway and lowered floor on a VW LT46 for the UK market.

extra panelling. The lowered structure has been fully tested and endorsed by both Mercedes and VW, as indeed are all VDL Kusters conversions.

The body is also cut at the waistline and large, tinted windows fitted. These can be either bonded or gasket glazed. The chassis can also be

extended, and most of those coming to the UK have had this option. This allows extra seats to be fitted and a small rear boot. Options available are to have the conventional twin rear doors, a solid rear end or the rear

boot.

Those requiring tail lifts or rear ramps also have that option though generally these are fitted on the higher flat floor derivatives and not the low floor directly wheelchair accessible versions.

Once all the structural elements are completed the vehicle passes into the second part of the factory where the whole structure is corrosion protected and then spray painted in the adjacent paint spray/baking booth. In a separate facility all the seats are trimmed. VDL Kusters make all their own seat covers and internal trim panels.

After painting the vehicles re-join the production lines for the fitting of the internal trim, seats, air conditioning, heaters and any special equipment.

At the end of the lines each minibus passes to the pre-delivery area where the vehicle is thoroughly checked and road tested and then fully valeted before dispatch or collection by the customer.

A trip around this section explains why the new factory extension is needed. VDL Kusters is bursting at the seams. When I was there, there were over 50 vehicles in various stages of production. The company is producing over 600 vehicles a year. This is why the company opened its second small unit a couple of years ago. This is primarily used for the base manufacture of the units coming to the UK. It carries out all the basic structural work at this site before transferring the vehicles into the main production facility for painting and trimming.

Quality is a vital philosophy throughout the build process and special attention is paid to it. Inspection is carried out at every stage and the vehicle does not move on to the next stage until the vehicle is fully signed off.

Growing acceptance

As I said earlier currently the only VDL Kusters products available in the UK are the conversions of the VW LT46 although that will change in the future especially when VDL Kusters complete their development of the low floor directly wheelchair accessible version of the Iveco Daily.

The LT46 directly wheelchair accessible vehicle has the extended rear section and seats 16



A low floor accessible Sprinter under construction – the vehicle is one of a contract for the Swiss PostBus operation.

passengers or one wheelchair.

Units are already in service with Greater Manchester PTE, Bristol Community Transport, Monmouthshire Community Transport,

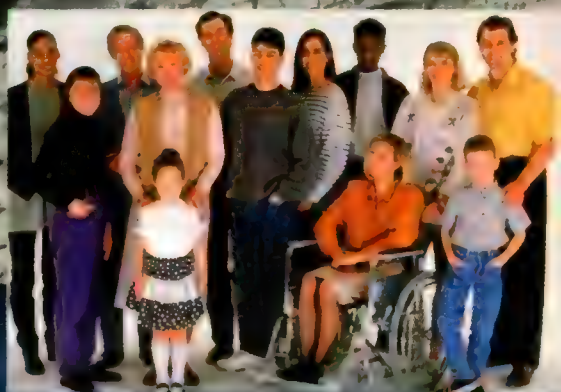


A VW LT46 conversion with single leaf plug door.

Worcestershire Community Transport, Glasgow City Council Community Transport and Europcar. These latter vehicles were adapted for use at Heathrow Airport with additional luggage racks for use in ferrying passengers between the car hirer's premises and the terminals. Ten are already operating and another ten are in production.

By Rob Orchard

Truly adaptable



The New accessible Inter-urban



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12m

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11.8m

Cadet
10.8m, 10.2m
& 9.4m

Wrightbus celebrate 1000th Gemini

Last week Wrightbus delivered the 1000th example of its Gemini double deck design to Arriva London at a ceremony in London. Specially decorated for the occasion, the bus was posed outside the Empire cinema in Leicester Square, which, appropriately, given the models rapid achievement of this milestone, was showing 'The Incredibles.'

As recently as October 1999 Wrightbus declared that the double deck concept was dead, and that the future for high capacities requirements in the UK's cities lay with the articulated bus. Within a year this writing off of the decker concept was already looking premature, and a start was made on looking for a working partner to develop one with.

The partner found was Arriva London who ordered a batch of 50 off the drawing board and by mid 2000 a prototype example had been built. Based on Volvo's B7TL chassis, the first example made its debut in June 2001, appropriately enough, at the UITP conference and exhibition in London.



Celebrating the milestone, are L to R: Mark Nodder, VP Business Development for Wrightbus; Mark Yexley, MD Arriva London; and Paul Blair, Chief Designer for Wrightbus.

Speaking at the handover ceremony, during which he was presented with a Tyrone Crystal cut glass model of a Gemini, Arriva London MD, Mark



Posed in Leicester Square, the 1000th Wrightbus Gemini is mounted on a VDL Bus DB250 chassis.

Yexley, said of the decision to order from the drawing board, 'We were not keen to have all our eggs in one basket. We wanted them (Wrights) to enter the market.' Arriva London had been the first London operator to introduce a low floor double decker on London routes when it placed an Alexander ALX400 bodied DAF DB250 in service in 1998. Since starting buying the Geminis, the company has continued buying ALX400s, usually mounted on Volvo B7TL chassis.

Unlike the Arriva London's first Geminis, which were mounted on Volvo B7TL chassis, the 1000th bus is on a VDL Bus (DAF) DB250. Arriva London is the biggest customer for the Gemini so far with 307 in the fleet, 200 of them on Volvo chassis. Coincidentally, Arriva London also operated the 1000th MCW Metrobus.

'Our ability to place such large orders says much for TFL,' said Mark. As lead customer the company had considerable input at the design stage. 'We were able to bring to the party our experience of earlier low floor double deck designs,' he said. Particular aspects mentioned were the desire for gasket rather than bonded glazing, the amount of work that went into ensuring that a more London style blind box could be shoe-horned in than on

some low floor designs and also the attention paid to locating the enforcement cameras effectively.

A pre-requisite had been the provision of four more lower deck seats than on earlier low floor designs. Access issues were studied closely and their was fine detail attention to items such as the switch layout in the cab, as well as how best to position the assault screen to minimise reflections.

Mark added that Arriva had provided a showcase for the new model and, presumably unintentionally, carried out free crash-testing. Arriva bought on a 'whole of life cost' basis, liked the bolted aluminium construction techniques, which ensured the body didn't flex, and found the repair systems very practical. Another confidence engendering factor was the company's experience of the large number of Wrightbus Cadets already operated.



The upper deck.



Over half of the Geminis delivered are duel doored buses for use on TFL contracts.

The 1,000th bus is one of a batch of nine that will be allocated to the 403 route between Croydon and Caterham. It is based at the Bedlington Farm depot which has a PVR of eight for the route. Similar VDL based buses are also allocated to the main Croydon depot, while the Volvo Eclipse Geminis are running from Wood Green, Palmers Green, Tottenham and Barking garages. (Geminis on Volvo chassis carry the prefix Eclipse from the single deck range).

The maximum seating capacity is either 65 plus 16 standees or 64 plus 17, and it is certified for 64+14 if a wheelchair passenger is carried. More seats could be installed in the upper deck but Arriva prefers to offer better legroom. At the time of the ALX400 launch Mark had been enthusiastic about bum perches, which were provided on that bus, but subsequent experience had shown that the latest generation of tip up seats were a preferable solution.

Mark revealed that, with 100 buses running on night services, the vehicles average an 18 hour working day, covering an annual mileage of 26,000 in central London and up to 55,000 miles out of the centre.

Aspects of the design

Known as Nokias by London crews because of the similarity of the frontal styling to that manufacturer's mobile telephones, the Gemini range was designed by Paul Blair, who has been with Wrightbus for the past eight years. Paul originally worked with the legendary Trevor Erskine on projects such as the Millennium range of single deck designs, but the Eclipse was all his own work. He has since gone on to design the Streetcar that First has such plans for.

Customers

Of the 1000 delivered to date, well over half are employed in London on TfL contracts. Apart from Arriva London's vehicles, East Thames Buses has 44, many of the 212 run by First are based in the capital, London General has 159 and London United has three.



An incredible success.



Arriva London operate both VDL/DAF Geminis and Volvo B7TL Eclipse Gemini bodied examples.

Outside London First is operating the type in several cities, Travel West Midlands has rapidly built up a fleet of 150, Bournemouth Yellow Buses has six and Mortons in Dublin and Reliance of



High quality mouldings are a feature of the design.

Sutton on Forest have one each, the latter vehicle a former demonstration bus that toured operators throughout the country before its purchase by John Duff's company.

Perhaps the highest profile Geminis of all, are those belonging to the Blazefield Group, which has 17 allocated to its Yorkshire Coastliner and Harrogate & District fleets. Based on Volvo B7TL chassis, the Harrogate buses have extremely high specifications that include leather seats on the upper deck and are allocated to the company's flagship route 36 linking Harrogate and Leeds. In their distinctive livery designed by Graphibus, they are succeeding in increasing patronage on the route, much of it modal shift.

The bus has proved an export success too, taking Wrightbus into the Hong Kong market for the first time. KMB has taken 100 12-metre tri-axle Volvo Super Olympians, which carry the company's distinctive gold livery. Recently, the first mounted on a Volvo B9LT chassis has been delivered to them.

To date all Geminis sold for use in London, as well as the KMB Buses, have been to dual door

arrangement, and all those for the provinces have had single doors. The VDL has only been supplied at 10.3m while the Volvo is supplied at both 10.1m and 10.7m. Arriva is the only customer, so far, to take examples on the VDL DB250 chassis. The height is 4.4m (14ft 5ins).

Orders

Further orders for completion in the coming months include more Eclipse Geminis on Volvo chassis for First and Travel West Midlands. A batch for the Go North East subsidiary of Go Ahead will be the first for the group. These will also be Volvo based.

Scheduled for delivery in April are 32 more Geminis for Arriva London that are expected to replace Routemasters on the 19 service. These will be the first VDL

DB250s to feature a new front suspension module designed in conjunction with ZF. Among the benefits are a weight capacity increased by one tonne to 7.5 tonnes, a wider throat, fully enclosed front wheelarches, increased manoeuvrability and, apparently, a better ride, though Arriva experienced no problems with the old set up. Prior to this latest upgrade, there had already been 27 changes to the chassis since its launch in 1996, including alterations to the suspension set up, air pressures and radiator installations.

Last word

Wrightbus continue to believe that there is a long term market for the articulated bus, despite the fact that they have, as yet, been unsuccessful in winning any articulated business from operators in the capital. They may be right, but in the mean time it is the double deck Eclipse Gemini that is the company's best seller. Though the demand from London will diminish significantly with the completion of the Routemaster



Another of Arriva London's VDL DB250 Wrightbus Geminis in service on the 137.

replacement programme, as London moves ever closer to an all low floor fleet, there looks to be considerable on-going demand for the model from operators throughout the rest of the UK, as well as further export potential.

By Stuart Jones

Hindle Transmissions

Bradford based Hindle Group recently commenced a major restructuring of its operations, which has seen the establishment of a dedicated transmission division. The new Hindle Transmissions business is focussed on providing exchange and repair services for all makes of transmission in the bus and coach, truck and off-road plant sectors. Bus and Coach Buyer recently visited Hindle Transmissions' Headquarters and main workshops, meeting up with General Manager and Director Dave Hindle and Field Sales Engineer for Bus and Coach, Ian Ackroyd.

History

Still owned and managed by the Hindle family, the company was formed in 1930 to manufacture precision components for vehicles, receiving a major boost with the introduction of remanufacturing activity during the Second World War. Post war growth centred on the production of gears and the remanufacture of cylinder heads and other engine components, the company becoming particularly associated with the Perkins product. In 1990, Hindle took on the ZF franchise and rapidly established the largest ZF Approved Drive Centre in the UK, offering nationwide



The Hindle Group headquarters in Bradford, seen from Manchester Road.

being harnessed to provide customer focussed service on all makes of transmission and associated products. The acquisition in 2002 of Cumbernauld based Industrial Transmissions, primarily a supplier of transmission services for off-road plant, helped facilitate the move into the all manufacturers arena.

The current Hindle Group also includes Hindle Controls, known for specialist cable manufacture, the original Hindle Gears precision

engineering operation and the remanufacturing and parts operations that support the whole business.

Approximately 250 people are employed by the group with around 30 of them associated with the transmission business. As part of the restructure and refocus, the company is in the process of selling the Perkins engines related activities and the current branding on the main six acre site in Bradford will be changed to suit.

Products

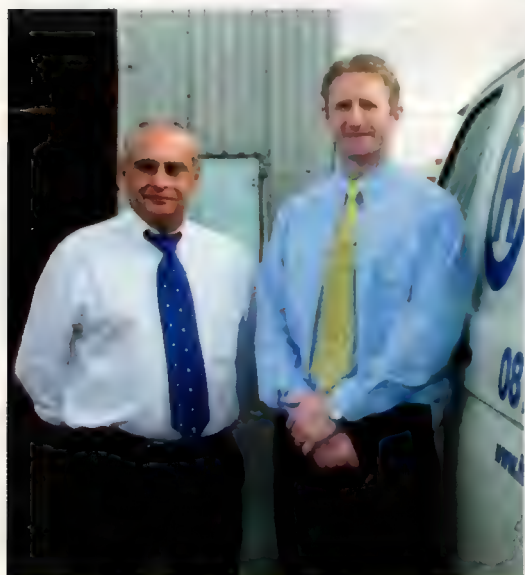
Hindle Transmissions offers nationwide coverage for all makes of transmission used in the bus and

coach, truck and off-road sectors. In the bus and coach market, the focus is on the more recent automatic transmissions, axles and differentials associated with vehicles currently in service although occasionally work is undertaken on older components. This was demonstrated by a Leyland Olympian rear axle assembly, which

rescheduling work on remanufacturing stock units. By arrangement, specific repairs rather than full remanufacturing may be undertaken on customers' own units. Whilst the Hindle business is predominantly based on unit exchange, complete remanufactured units can be supplied without exchange at additional cost, the company replenishing its stock of units for remanufacturing by strategic purchases of components from vehicles written off or dismantled.

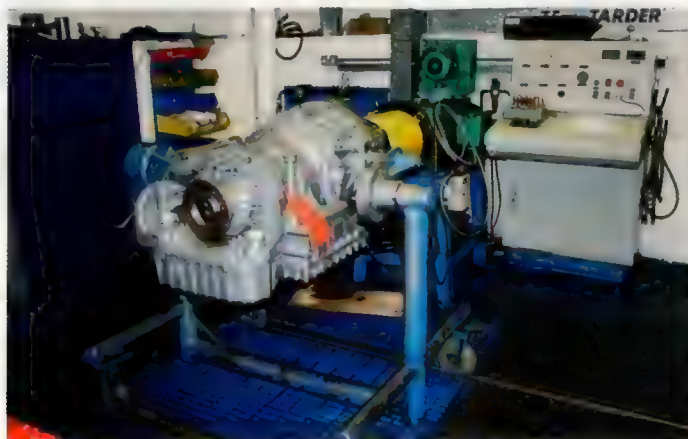
Quality and Service

Quality control of the whole remanufacturing and exchange process is key to the service offered. Hindle Transmissions has been accredited to ISO 9001 2000, recognising the quality control systems in place and the commitment of the company to continuous improvement. All units arriving at the Bradford site for rebuilding are given a unique reference and checked for any auxiliary items that the customer may have left attached. These are removed and returned to the



The Hindle Transmissions team for bus and coach: Ian Ackroyd, Field Sales Engineer with Dave Hindle, Managing Director alongside a recently lettered mobile service unit.

coverage for exchange units and parts, which were marketed under the ZF name. Now independent of ZF, the skills and facilities developed during the franchise period are



A remanufactured ZF Ecomat unit on the final test rig.

had been completed just before the visit. ZF units still make up a significant proportion of work in the bus and coach sector although there has been a steady increase in the smaller Allison units together with Voith and Volvo units. A remanufactured stock of all the more common units is maintained, enabling exchanges to be quickly carried out at customers' premises or at the Hindle Transmissions' workshops in Bradford and Cumbernauld.

Alternatively, where downtime is less of a problem for the customer, their own units can be repaired or remanufactured, such work being undertaken at short notice by

customer, or refitted on return, in the case of customers requesting remanufacture of their own units.

The unit is then dismantled into an individual bin that stays with the unit throughout the remanufacturing process. The component parts are recorded on a checklist and items to be re-used, discarded or requiring replacement or repair identified. A type specific mandatory list of parts to be replaced at each dismantling is maintained. Repairs to the core components, which may require metal deposition and/or machining, are completed before reassembly. During the latter process, using the same specialist tooling and

equipment as the original equipment manufacturer, any improvements instituted by the manufacturer since the unit was first built are added. Replacement parts are either from the original equipment manufacturer or sourced directly from their supplier, thus ensuring they are to the correct standard for the intended duty.

The completed units are then tested on the same type of computerised test rig used and approved by the original equipment manufacturer-

available by negotiation. A record is kept of each unit which provides reference should a further remanufacturing be undertaken. Given that only one exchange unit is likely in the average lifetime of most buses or coaches, the real benefit of the system is in the off-road plant market where the numbers of any type of unit are fairly small.

Hindle Transmissions also offer a transmission parts supply operation which is in the process of being centralised on the Bradford site, and



A range of units in stock for rapid exchange.

ers. The unit is brought up to normal operating temperature before a series of functional tests, typically taking four hours, is carried out and documented, alongside physical checks for fluid leakage. Following successful testing, the unit is spray painted in a Hammerite type finish and badged with a Hindle Transmissions plate attached to the casing, the original manufacturers plate being left in place. A protective plastic sheeting cover is wrapped around the unit before being placed

a mobile computerised diagnostic and on-site repair service covering everything from a simple electrical fault to a full unit replacement. The company has invested strongly in staff development to support the move to an all makes operation. Already having the Investors in People (IIP) accreditation and appropriate processes in place facilitated the skills development required. The additional training has included mobile staff undertaking remanufacturing activity on units



Remanufactured ZF and Allison units showing the current simple clear labels which Hindle Transmissions plan to further improve on.

on palletised storage, ready for immediate use.

All remanufactured units are offered with the same warranty as would be expected from the original equipment manufacturer, although alternative warranty lengths and associated cost adjustments are

they were not previously familiar with and mobile electrical/electronic systems specialists receiving mechanical training to undertake certain repairs on the road on a one-stop shop basis. The company provides an 0870 number to customers for emergency contact.

This will be answered personally by one of the team on a 24hour basis.

The Future

Through their involvement with ZF, Hindle Transmissions have built up a wide base of customers, large and small, including major groups. They are also approved suppliers to the MoD and the railway industry. General Manager and Director Dave Hindle, who despite his name is not related to the founding Hindle family, was clear on the company's future direction following the restructuring "We reviewed the range of products we offer and decided to expand this across all market sectors. Although the off highway division was already partly all makes, I saw this as the ideal opportunity to develop the all makes range. We are very confident about the future, changing to all makes gives us a competitive edge and we have already increased our customer base" Further growth has come from the appointment of Hindle Transmissions as an Eaton "approved repair centre" for Eaton manual transmission products.


By virtue of their strong component purchasing team and skilled workforce, Hindle



Some axle remanufacturing is also undertaken, in this case a Leyland Olympian unit.

Transmissions are able to offer competitive prices on both replacement units and parts matched to a quality of product at least equivalent to the original manufacturers. Ian Ackroyd is the dedicated Field Sales Engineer for Bus and Coach and can be contacted on 07814 008434 or alternatively via the Bradford office 01274-732284.

By David Cole



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Coach accessibility conference raises as many questions as it answers

From 1 January 2005 all new coaches registered for use on express

coach services must be wheelchair accessible. That is finite. Many hoped the new law would be postponed or better still forgotten, but it isn't going to be.

For a whole variety of reasons the industry has been very slow to react to this piece of legislation until very late in the day and is poorly placed to react to it. In an attempt to focus the minds of industry on the matter, the CPT, along with the DFT Mobility and Inclusion Unit and the SMMT, organised a conference for coach operators last week at the headquarters of Volvo Bus in Warwick. The event was oversubscribed and many who would have liked to attend were unable to do so because of space constraints. The conference was entitled 'Accessibility Requirements - Question Time.'

The conference was arranged in two parts. In the morning a range of speakers set out the facts and in the afternoon there was a Question Time forum with a panel of experts dealing with a range of pre-submitted questions plus supplementaries from the floor. The conference not only looked at the question of accessibility of wheelchair passengers onto scheduled express service coaches, but also at the wider implications of the DDA laws and the Civil Rights legislation together with the grey area of schools transport.

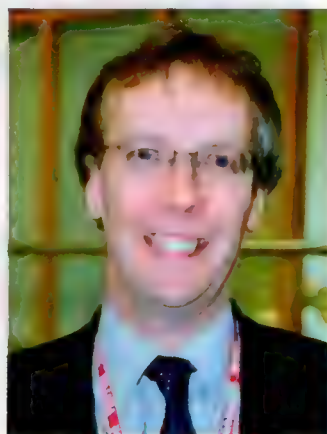
The coach industry perspective

An introduction was made by Steve Telling, CPT President, and then it was straight into business. Alan Scholes, Operations Director, Shearings Holidays gave an overview of the operating industry's position in a very clear and concise manner. The industry is made up of a wide range of different size operators covering a whole band of different work. He questioned whether many operators would have the personnel resource to tackle all the legal implications. He said even at Shearings where they have staff devoted to the subject they are struggling to cope with all the implications.



The packed audience at the Conference showed how important the subject of coach accessibility has become.

He criticised the lack of forethought on exactly how the wheelchair passenger was to be carried - what type of lifts would be acceptable, where the lift should be placed, did carers have to be catered for, etc? He then questioned the financial viability of the exercise, pointing out that the industry was faced with the prospect of having to spend considerable sums of money



Alan Scholes.

in order to comply, with no guarantee of a return on that investment. Indeed he felt that it was a double whammy because not only would vehicles be more expensive, they would also carry fewer people and therefore generate less income. The alternative to fewer seats might be to go longer but that also meant higher costs. He criticised the Government for not providing definitive requirements on how vehicles should be configured

and for not providing grant aid assistance to achieve the requirements. He pointed out that the coach industry is the only public transport sector in the UK that receives no financial assistance.

He said that manufacturers had been very slow off the mark at embracing the problem but he understood why they had not moved faster.

A) There is no definitive ruling on exactly what has to be provided other than the broad brush 'must be wheelchair accessible.'

B) Manufacturers were being asked to put money and time into research and development without any real idea of market demand.

C) Manufacturers were being asked to develop solutions to suit the UK market that might not then meet the European Bus Directive on the issue, which was following on behind.

D) The Government had done little to force Local Authorities to make provision for the vehicles to be able to operate.

'We face,' he said, 'the prospect of spending our hard earned money on vehicles, putting them on services, only to find we can't meet the requirements because some blinkered local authority has turned a blind eye to the matter and there isn't anywhere to stop, deploy the lift and collect or drop off the passenger.' He cited the situation on the experimental National Express route from London to Bath where there are two stops at which, it is physically impossible for a lift to be deployed.

Turning to the wider issue he warned the industry not to be complacent. 'There might not be definitive dates for all coaches to be wheelchair accessible, but it is coming, and it will be here before you know it.'

He stressed that there is a big difference between the wheelchair accessibility for coaches and buses. Making buses low floor had benefited the whole disabled population by making vehicles easier to travel on. He pointed out that the bulk of disabled people were not in wheelchairs but were what

is known as ambulant disabled. They can move under their own steam but have difficulty negotiating steps. Low floor buses had generated an increase in bus usage by this sector together with the spin off of easier travel for young mothers with buggies. Thus the bus operator had seen some return in revenue for the additional outlay made. Such is not the case for the coach. Provision of wheelchair access does little for the rest of the disabled population, who still have to climb steps. No manufacturer has yet solved that problem and it may not be solvable.

Alan Scholes urged the Government and industry to sort out



Ann Frye.

the mess and sort it quickly. He said that the industry was ready to comply and had always responded to developing markets but it needed an even playing field. The industry could only comply if the solutions

suited all operators. The financial implications needed to be recognised and there had to be support for obligatory adaptations where there was no benefit of a test of reasonableness. Experience from other modes and specialist carriers needed to be studied; the current uncertainty had to be resolved ASAP and all relevant parties had to be brought together to establish workable and reasonable criteria.

Coach accessibility - setting the scene

Alan Scholes was followed to the stand by Ann Frye, Head of the DfT's Mobility and Inclusion Unit and widely regarded as the driving force behind this legislation. As you might expect she did not entirely agree with Alan Scholes. She started by recounting some observations made by the department during a survey period of people using coaches. The number one complaint was difficulty in determining the right vehicle to be travelling on - she hoped that the introduction of comprehensive destination information was resolving that issue. The second complaint was difficulty getting on and off vehicles. She ventured that the industry ignored this section of society at its commercial peril. 'These are people who want to travel on your vehicles but, feel they can't,' she said.

She went on to underline her message by pointing out that the population is ageing. The number of people aged 65 and over will rise by 40% in the next 30 years; within that rise, the number of 65 year olds will double and the number of 80 year olds will treble. At the same time the overall population is unlikely to increase by more than 7% and could well be less if current birth trends continue. There are, according to Ann Frye, already 10 million people in Britain, one sixth of the population, classified as disabled. 20% of all adults have some form of disability - not just the over 65s - all adults. Of those 70% have difficulty walking, 41% have hearing deficiencies and 24% have vision impairment. She stunned the audience by saying 'remember 1 in 4 households has a disabled person'. She repeated her earlier statement that she felt the industry ignored the potential of this sector of the population at its peril. She also pointed out that currently public transport is the only sector in Britain not fully covered by DDA and posed the question

whether that was right in a modern democratic society.

She turned to Europe and said that whilst in many ways the UK was ahead of the rest of Europe many other countries were moving to adopt similar legislation. She cited



Donald Macdonald.

Spain, where she alleged that a high percentage of coaches are wheelchair accessible, and said that Sweden, Finland, France, Germany and Holland were all advanced with bringing in legislation. She said that the EU had an on-going activity called COST 349 which was looking at the whole question of coach accessibility with the aim of drawing

passengers are carried every year in America.

Scheduled coach services

Ann Frye was followed to the podium by her number two Donald Macdonald who set out the requirements of the law. Part 5 of the DDA of 1995 empowered the DfT to introduce the law on all aspects of public transport starting with buses and coaches and then moving on to trains and trams and taxis. He explained that the law gave the DfT instructions to produce statutory instruments to draw up PSV Access Regulations (S40), Access certificates (S41), Appeal Certificates (S42), Special Authorisation (S43), Reviews and Appeals (S44) and Fees (S45). The requirements currently cover all large buses and coaches and small buses and coaches carrying more than 22 seated passengers operating on local and scheduled services that were first used on or after 31 December 2000. For coaches, as opposed to buses, these requirements are step heights of not greater than 320mm, the use of a kneeling facility if necessary to achieve that step height, step edges highlighted, handrails on both sides of the entrance, non-slip step treads, colour contrast between handrails and vehicle body interior colour,

equally to coaches provided as replacements or duplicates for existing services. If the vehicle is put on a scheduled or local service and it was first registered on or after 01.01.2001 then it must comply.

Additionally, as from 1.1.2005, all coaches registered after that date and used on these types of services must be wheelchair accessible and all coaches, irrespective of registration date, must comply by 1.1.2020 at the latest. The DfT confidently expects that date to be brought down, with 2015 or even 2010 already being mooted as possibilities. Small coaches with more than 22 passenger seats used on these types of service must also be wheelchair accessible if registered from 1.1.2005 and all vehicles must comply by 1.1.2015. Wheelchair accessibility means the provision of a dedicated wheelchair space on the vehicle and a means of putting the wheelchair into the vehicle. Remember, operating lifts and powered ramps must also have audible warning devices when in operation.

Donald Macdonald went on to talk about enforcement. He said this would be done as part of the initial vehicle certificate of fitness examination and an accessibility certificate issued. He emphasised to operators that if they had not already got certificates for compliant vehicles, they should get them. Thereafter the accessibility aspects would form part of the normal annual inspection. They will also be included in inspections made at operator's premises and roadside spot checks.

Donald Macdonald also touched on the wider EU situation. He said that at the moment the EU was working on introducing very similar rules to those applying in the UK. No date had been set. They would also, he said, embrace EC Whole Vehicle Type Approval. He said that the UK Government was moving to introduce the EU Bus Directive as it is called, as soon as practicable and at that time would seek to simplify the manufacturer's task, simplify enforcement and bring the two pieces of legislation into line. This may prove easier to say than do. He went on to say that the authorities had to accept

vehicles built to the requirements of the EU Whole Vehicle Type Approval. This was mandatory since August 2003. He further said that the administrative provisions are now in place and that consultation was on



One solution to the carrying of wheelchairs on coaches is the Wrightbus Eclipse Commuter.

up best practice. She also mentioned the American situation where wheelchair accessibility on express coaches has been a requirement since 2001. She claimed that 40,000 wheelchair

front and side destination equipment showing route number and destination and rear facing equipment showing route number. Donald Macdonald reminded operators that these rules applied

going which would result in minor changes to the Bus Directive 2004. He believes that regulations to recognise the Directive will be in place by next year.

He urged the audience to think outside the box. 'Your natural instinct may well be to try to fight the legislation, but that is pointless. The legislation is in place and it will only get stronger,' he said. Like his predecessor at the lectern he urged the audience to look for the positives - 'an available, largely untapped market that wants to travel on your vehicles.'

He also cautioned that those that hesitated now to move to wheelchair accessible coaches may well find greater pain down the line when the residual values of their current fleet fall because the work they will be able to do will become diminished.

Civil rights

Sue Sharp from the DfT should have followed Donald Macdonald but owing to illness the wider aspects of the DDA Act were covered by the Ann Frye/Donald Macdonald duo. This session aimed to cover Part 3 of the DDA together with the forthcoming Disability Discrimination Act and how they would impact on coach operators. They first of all set the criteria for what classifies a person as disabled. Part 3 gives disabled people a right of access to all goods, services and facilities except transport. It recognises that their Civil Rights must not be abused but reasonableness must apply.

The Disability Rights Task Force is lobbying the Government for the present transport exemption to be lifted and also that Tourism and Leisure be included. The Draft Bill was published in December 2003 and the CPT has been active in the Scrutiny Stage. The Bill includes the lifting of the transport exemption but calls for this to be staggered across the vehicle types and over a period of years. It looks highly likely that the Bill will call for the abolition of the exemption of the bus and coach industry right across the board, though at different times.

When the Act is introduced it will be illegal to discriminate against disabled people directly, it will also be illegal to treat disabled people less favourably without justification and operators will face prosecution if they have not taken all reasonable steps to adjust their operations to comply with the Act.

The Government has said that it will not require operators to retro-fit accessibility equipment to vehicles, though some operators may choose to do that in order to increase the

usage of their fleet as DDA bites.

Donald Macdonald said that the application of the law was very complex and it was likely that some aspects would only eventually be settled in the Courts. For example



The National Express trials have highlighted many of the problems of introducing wheelchair accessibility onto scheduled coach services.

tests on whether someone was discriminating directly or on what constituted 'reasonableness' may well end up going down this route.

He used a couple of examples. If an operator has a vehicle which is capable of being used by a disabled person but the operator or driver refuses the person access - that is discrimination, but if the operator feels that allowing that person on

illness can appear to be drunk when they are not - do you allow them on the vehicle or not, if you don't, are you discriminating?

On treating them less favourably, Donald Macdonald said that

anybody who charged disabled passengers more for carrying them than able bodied people, or charged them for using the lift, however this was wrapped up, would be guilty of discrimination. 'Just because carrying a wheelchair means you lose seating out of the vehicle does not mean you can charge disabled passengers for the seat revenue you have lost.'

On reasonable adjustment he said that an example of this could be allowing disabled people to pre-book when that is not extended to other users.

There is currently no introduction date for the Bill, which will have huge implications for the coaching industry, but it is imminent and the aim is to have it in force by end 2006.

On reasonableness he said the Disability Rights Commission would be issuing a Code of Practice, which the CPT was involved in drafting, and it would be available a year before the law comes into force. Readers wanting to find out more about the whole DDA question are advised to use the DfT website which contains a lot of excellent information - www.dft.gov.uk.

Leisure and tourism

Ann Frye then moved onto the question of extending the law to the Tourism and Leisure section of the industry. She pointed out that facilities already had to comply with access requirements but that because transport didn't, many disabled people could not avail themselves of these services. She

said that the widely held belief that disabled and especially wheelchair bound passengers wanted to travel together was a myth. The Department's researches had shown that overwhelmingly these passengers wanted to travel as a family or friendly group, with able bodied people and not as a separated group.

She went onto say that the market for accessible vehicles on scheduled services was too small to expect manufacturers to spend huge resources on development but such would not be the case if all vehicles had to be accessible. Most operators run a range of services and therefore vehicles must be flexible to cover these. Inevitably as the market opens up to the disabled, operators with non-compliant coaches will become marginalised and the opportunities for cascading vehicles through the fleet will become less. She also warned not to be complacent about vehicles for school transport either. She emphasised that there will be a growing demand for accessible services and those that cannot provide them will suffer. They will suffer from direct business income and from devaluation of their vehicles because no one will want them.

She said that the Department would discuss this fully with the industry and that there would be a Regulatory Impact Assessment on what the introduction of the regulations will cost industry. In a call to the audience she said, 'that data has to come from you.' She urged all operators to become involved in the dialogue either directly with the Department or through the CPT. 'If we work together we can devise a system which benefits everyone, if you stick your heads in the sand, it won't.'

Schools services

Finally Donald Macdonald came to the question of Schools Transport and the audience was in for quite a shock. He started his presentation by posing the question he thought no one really wanted to ask 'Do PSV Accessibility Regulations apply to Schools contracts?' If fare paying passengers are carried then the service has to be registered and the vehicles must comply. He warned operators not to be complacent. If a service is operated where most of the bus is full of 'free' travellers, if the spare seats are sold to other children who do not receive free travel or to other members of the public, then it has to be registered and the vehicles must comply. If a service is provided by a school and the cost of travel is included as part



Major problems with this type of system are, loading/unloading time, heat loss through the open door and pavement space for lift deployment.

board is likely to cause disturbance to the other passengers, refusal of access could be deemed 'reasonable.' 'This is a minefield,' he said, 'people with learning difficulties and certain types of mental

of the school fees then it is still a fare paying service and must be registered.

Vehicle compliance means just that. It means it must have a DDA approved entrance in the case of a coach and it must have destination equipment fitted in accordance with the law. This statement shocked a lot of the audience including CPT President Steve Telling because clearly many people are using vehicles that do not comply. Donald Macdonald went even further by posing the question 'is there such a thing as a free service?' He said that there was a school of thought (sorry about the pun) that argued that even if a Local Authority provides a free schools service, it is in fact a paid service since the service is paid for out of the rates which is funded from money raised from the population. He said the whole question of what constituted a free service was currently being looked at and he felt that it was likely that at some stage dedicated school vehicles, which currently do not have to meet DDA, would be outlawed.

He said that in his opinion all vehicles, even dedicated school transport ones, would ultimately have to comply with DDA, including wheelchair access. He also sounded a note of warning about high capacity vehicles with 3+2 seating. These are quite widely used in certain countries in Europe but Donald Macdonald believes that despite this, there is already considerable pressure to have them outlawed by Europe.

Question Time

For the Question Time, all the speakers (except Donald Macdonald, although he answered many of the questions) formed a panel on which they were joined by Brian Nimick, CPT Director General, Steve Salmon, CPT Operations Director (who deals with legislation) and Adrian Wickens of Volvo Bus who was wearing his SMMT hat. Adrian has been on the manufacturers' committee at the SMMT looking at applying DDA for many years.

The first question was from George Peach, the CPT Regional Secretary for Yorkshire. He asked for clarification of the conflicting advice coming from the department on vehicles for schools contracts and whether they are outside the scope of DDA. Donald Macdonald had already addressed this issue but he re-affirmed that in most cases schools services did constitute a local service and should

therefore be registered and DDA applied.

A question was asked about what was being done to pressurise local authorities to provide infrastructure to allow the use of wheelchair accessible coaches. Ann Frye said that DDA Part3 already required local authorities to make that provision but admitted that few had done anything about it. She urged coach operators and the CPT to

duction of the legislation and they urged the Department to put pressure on the Government to force local authorities to take action.

John Johnson of Johnson's Coach Travel asked whether the industry was expected to fund these required changes and pointed out that providing the services would increase costs to other passengers and increase journey times.

Ann Frye said quite firmly that she

size of the potential wheelchair passenger market and how many would want to go on coach tours and excursions. Ann Frye said that their researches had shown that there was a huge potential market, possibly as many as one million, who wanted to use coach travel. She again reminded the audience to think wider than just wheelchairs - 'there are 10 million disabled people in Britain and the number is increasing.'

Another question was asked concerning accessibility to towns and cities to set down and pick up passengers and the difficulties operators experienced with traffic wardens. Donald Macdonald said that if the coach had a person travelling on the vehicle that held a blue badge, then the coach driver had the right to use that badge. Coaches can also apply for their own blue badge if they regularly carry such passengers but he warned 'you must have blue badge holders on the coach and they must have the badge with them.' In answer to a supplementary about the City of Westminster, which does not

honour blue badges, he said that steps were underway to remove that anomaly.

Another delegate asked whether wheelchairs had been crash tested. Ann Frye said that most wheelchairs met the new safety requirements. I found this statement to be surprising because as far as I am aware this is not the case. Unwins the safety harness manufacturers publish a list of over 500 different wheelchair types in current use and many of these do not conform to the latest safety standards especially in relation to the anchorage of safety restraints and the effects on the chair of being in a crash situation.

Conclusion

The matters raised in this conference are of huge significance to the future of the British coach industry. Unfortunately it raised as many questions as it answered and it has perhaps come very late in the day. The application of DDA to all coaches is coming and coming fast. The industry must wake up to that fact and quickly, or it will be in deep trouble.

By Rob Orchard

Next week Rob Orchard will review some of the points raised by the Conference and look at the way things could develop.



It is easier to provide wheelchair access on double deck coaches like this Neoplan by using the centre door and lowering suspension.

begin to put pressure onto local authorities and bus station owners to make the provisions. She further suggested that there was a need for a similar conference to be held with local authorities, the DFT, CPT and operators to sort out both the infrastructure and schools contracts

did not think the industry would be helped financially to comply because other areas, which already had to conform, had not received funding. She urged the audience to think laterally. 'Don't just think wheelchairs,' she said, 'there is a ten million disabled market out there waiting to be tapped and most of them don't use wheelchairs.'

A question was asked about the situation of a vehicle arriving at a pick up point to find two wheelchair passengers waiting, but only one wheelchair space on the vehicle. Donald Macdonald stated 'the law requires you to have one wheelchair space. Refusing the second passenger would not discriminate, neither would it abuse the person's Civil Rights'. He went on to point out that Civil Rights did not give the right to demand.

Peter Copperwheat from Van Hool UK Ltd asked whether axle weights would be increased to allow for the greater weight of the vehicle when a lift is fitted. Steve Salmon said that there were no plans at the moment to raise axle weights but that the IRU are conducting a survey across Europe on the weight of coach passengers and their luggage with a view to coming forward with recommendations for a change in the axle weight law.

Alan Bonson from JAK Travel asked whether anyone knew the



In Spain installing the lift in the staircase of the second entrance/exit is a common solution.

issues. She voiced an opinion that it may take a legal test case to wake the local authorities up. The audience left the panel in no doubt that they thought the question of infrastructure modification was a major stumbling block to the intro-

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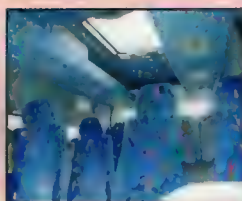


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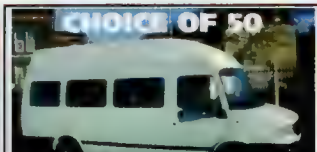


52 PLATE FORD TRANSIT

15 seat factory minibus, LWB, SLD, Genuine 36,000 miles from new, 90PSI, 2.4 Turbo diesel Duo Torque engine, PAS, full sound system, tinted windows, latest spec **£13,750**



1998 REG LDV CONVOY. Low roof factory minibus, LWB low roof, side loading door, 17 forward facing hi-back seats with 3 point inertia belts, 2.5 Ford Diesel engine & gearbox, full sound system, interior lighting, power steering £3,995 **Other low roof minibuses available - ring for details.**



02 PLATE LDV CONVOY TURBO DIESEL 17 seat factory minibus LWB, PAS, High roof, SLD, 17 H/B seats with 3 point inertia belts, latest 2.4 T/D Dura Torque Ford engine + gearbox, interior lighting, full sound system, PAS, Ready to go £8,995

**DAVID FISHWICK VEHICLE SALES
NORTH VALLEY, COLNE BB8 0RF
TEL: 01282 615138/867772**

LDV
**WE'LL CHANGE THE WAY
YOU THINK ABOUT VANS.
FINANCE ARRANGED**

SHOWROOM



1999 IRIZAR CENTURY/SCANIA L94 ZF AUTOMATIC

49 seats + courier, rear sunken toilet & continental door, air conditioning, video & monitor, radio/cassette/PA, double glazing & curtains, plain white exterior, very useful vehicle. Maintenance records & inspection facilities available.

Part exchange considered

£85,000 + VAT

07786 060137

793/1012601/SH



1998 DENNIS GX NEOPLAN TRANSLINER

53 reclining seats, air conditioning, drinks dispenser.

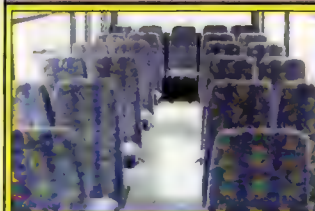
Interior - blue/grey

Exterior - white.

Summerfield Avenue, Chelston Business Park, Wellington, Somerset, TA21 9JF
Telephone (01823) 653000 Fax: (01823) 663502 E-mail: enquiries@moseleysouth.co.uk

793/1011591/SH

nextBUS Rentals



Mercedes 709D - 814D Minicoach and bus

16 - 33 bus and coach seat
Lap + 3 point belts options
Power door

Ideal for school contracts
bus service / private hire

Vehicles from £125 + VAT per week

Nextbus Ltd, Chippenham, Wiltshire
Tel - 01249 462462 - 24 Hr
www.next-bus.co.uk
email - sales@next-bus.co.uk

793/1005139/SH

Quality Service Buses and Coaches For Sale

DOUBLE DECKERS

1989 G Reg Volvo Citybus D10M Alexander, bodywork, 84 forward facing seats, 5 speed ZF automatic gearboxes, speed limiters, single entrance doors, probably the cleanest Volvo Deckers on the market, drive them away or we will **seat belt certify** them and paint them in your colours, be quick, 6 already sold, once these have gone there are no more of this quality **Ring for further details**

1986 D Reg MCW Metrobus. 68 High Back Seats with **certified Belts**. It's tested until Sept 2005. High speed decker with 4 speed Voith gearbox. Taxed ready to drive away, this vehicle was retrimmed downstairs last year and has just had an exchange engine fitted. **Ring for further details**

MERCEDES MINI BUSES AND COACHES

1993 L Reg Mercedes 709D Alexander Bodywork with 25 retrimmed service seats just been fitted with a seat belt installation. This bus is in extremely good condition the bodywork is in white red and green it will be supplied with new MOT. Don't get confused with other Mercs for sale this is in exceptional condition. **£6,250 PLUS VAT**

1993 L Reg Mercedes 711D Plaxton Beaver with 25 service seats, manual gearbox, finished in white, retrimmed seats in red. Very tidy bus we will seat belt install it if required supplied with 12 months MOT a very good example of a clean little bus. **£4,950 PLUS VAT**

1989 F Reg Mercedes 811D Plaxton Beaver with 33 coach seats with belts, power coach door, boot, newly tested for 12 months just been resprayed in white. We will fit a new type Vario front on it at cost if required, its come from a good home mechanically sound vehicle thats got plenty of life left in it **£10,750 Plus VAT**

NATIONWIDE UNDERLIFT RECOVERY AVAILABLE

Modern Recovery Vehicles for Damage Free Recovery from all parts of the UK. Sensible prices with sensible staff with 30 years experience Recovering Coaches.

SELF DRIVE HIRE VEHICLES

Mercedes 25 seater Mini buses. Volvo Coaches. Double Deck Buses Available for hire from £125.00 per week.

All types of bodywork undertaken, stretch panels, lockers repanels, new fronts to Vanhools and Jonckheere, Continental doors removed and repanelled for up seating to maximum capacities. Spraying and Traditional Coach Painting

FOR ALL YOUR REQUIREMENTS PLEASE TELEPHONE

07944 366737

PRESTON LANCASHIRE

VEHICLES CURRENTLY BEING REFURBISHED THROUGH OUR WORKSHOPS

1987 PP Volvo B10M Vanhool Alizee being fitted with 57 retrimmed seats in modern brown trim, crew seat, belted, matching trim to roof, stretch panels and lockers have been replaced, latter front fitted and modern looking back with sunk in rear lights. It will be supplied with new certification for 57 seats and new test. This vehicle is exceptional value for money. The first one has been sold only one remaining, you wont find a cleaner example anywhere for this price **£21,950 PLUS VAT**

1992 K Reg Volvo B10M Premier 3500 fitted with 49 retrimmed seats and floor mounted rear toilet, it is currently having a repanel from the windows down and being painted in all over white, this vehicle comes with a new MOT, crew seat belts, chassis painted, new wheel rims and has the added bonus of have an **AUTOMATIC GEARBOX** fitted **POA**

VEHICLES CURRENTLY BEING BROKEN FOR SPARES

Volvo B58 Supreme, seats, glass, body parts, rear axle, front axle, gearbox (engine missing)

DAF MB230 Duple 320, engine, good 57 retrimmed seats, all chassis and body parts including glass, gearbox gone

ZF 4 Speed Automatic Gearbox, will fit Volvo Citybus in good order.

Loads of seats out of Duple 320s ideal for coach seating deckers

SHOWROOM

'LOOKING FOR AN AUTOMATIC?'

Look no further.....Stoke Truck & Bus Offer.....



1987 DAF MB230 PLAXTON PARAMOUNT 3200 which has undergone a full body refurbishment, new structure as required, new stretch panels, new lower panels. New paintwork. The 53 seats have been retrimmed recently and have 3 point seatbelts. The MoT expires July 2005
THIS VEHICLE IS IMMACULATE AND READY FOR WORK. £14,500 + VAT PART EX CONSIDERED.
Tel: 01782 598310 Mobile 07971020294 Stoke on Trent

793/1012505/SH



VOLVO B10M PREMIER 350 1995 x 2
 M & N Regs, 49str exec, centre toilet, 6 speed ZF
From £49,500

LDV Hi-Roof 16 seater 1999 - 2
 S & T regs, low mileage
From £4,950

NEOPLAN TRANSLINER GX300 1996
 P Reg, 49 str exec, rear toilet, 6 speed ZF
£49,500

Sale due to upgrades, poss px
Ring Steve on 01977 616398 (W. Yorks)

793/1012458/SH



Iveco 49.10 16 seat Accessible Minibus

High cube, R Reg, high back seats, 3 point belts, full tracking, front entry low step. PLS cassette lift, up to 6 wheelchairs, new Iveco engine, supplied & fitted under 12 months costs £4,000 new MOT C.O.I.F. excellent
£8,250 + VAT
T: 01752 767255

793/1012505/SH



DAF SB2300 Plaxton Paramount 3200
 Low driver, 57 seats, long MOT, very good condition
£9,950
 Part exchanges considered
 Stoke Truck and Bus Centre
01782 598310
Paul 07971 020294



LEWIS TRAVEL

offer for sale from our prestigious fleet
AUTOMATIC AIR CONDITIONED PLAXTON PREMIER 350 1991 J REG
 49 reclining seats, centre toilet, hot drinks etc.
 MoT Oct 05 - to be painted in white
 Only second owner - new to Shearings
SPECIAL PRICE ONLY £27,284.29 plus VAT
 Phone Peter or Tim
020 8858 0031

793/1012493/SH



1986 VOLVO B10M VAN HOOL

49 seater plus courier, 6 speed manual, toilet, tv, seatbelts, MoT 1 year.
 Taxed, ready for use
£13,650 ovno
Tel: 01555 751999
Mob: 07831 857609

793/1012606/SH

LOW HEIGHT HIGH CAPACITY OLYMPIANS AVAILABLE NOW!



OLYMPIANS (All Gardner Engines) LOW HEIGHT (13'8)

1 x X Reg ECW 77 seat body supplid with new test £4500

1 x A Reg ECW 70 coach seats long test £6750 Tacho fitted

5 x B Reg Alexander 77 seat bodies long/new tests £7250 each from a premier operation Tachos fitted

INTERMEDIATE HEIGHT (14'2")

3 x C Reg ECW 72 seat single door conversions £6500 each supplied with new tests Tachos fitted

HIGH CAPACITY

1 x Y Reg 81 seat ECW body ex Lothian, single door conversion long test £7250

4 x X Reg 85 seat East Lancs bodies long tests from a well engineered fillet £6250 each

COACH

1 x C Reg 72 seater ECW body (seatbelted) with toilet, videos etc. This is a unique machine, originally built for Eddons and exhibited at the Commercial Motor show. TL11 engine is a little tired but still serviceable POA for a real piece of history

COACHES

1 x 1984 Volvo B10M Plaxton 3500, 57 seater, good stretch panels, glazing, tested Oct 2005 £5,995

1 x 1984 Volvo B10M Van Hool Alizee, 53 seater, tested April 2005, supplied with new repaint in your choice of single colour £6,500

1 x Scania Plaxton 4000, 73 seats, immaculate and redy to work £16,750

1 x G Reg Leyland Tiger Plaxton 3500 manual, 51 retrimmed seats, good stretches, glazing, long test (Cummins engine) £8,995 supplied with new test

ALL COACHES BELTED AND WITH TACHOS

All above prices include tyres and at least 6 months MoT plus full inspection before sale

Engines and Boxes

Tiger Semi auto box Pneumocyclic	£400
VR semi auto gearbox	£350
Voith Gearbox Metrobus	£450
ZF 6 speed gearbox	£400
Garner 6L X B ex National	£995

Ring our engineering number 07909 788980

All above prices include tyres and at least 6 months MoT plus full inspection before sale

All prices plus VAT. Phone us NOW on 01702 541511

30 minutes from M25 - Part Exchange Welcome



Stephensons
 of Essex

SHOWROOM

Ensignbus

For the convenience of our customers in the North we now have some sales stock in Darlington, where a limited range can be viewed. Please phone for details.

1984/5 A REG VOLVO D10M'S EAST LANCS BODIES

76 seats, long tests...



1982 X REG LEYLAND TITAN

Single door, test 05/05, 70 seats.
Very clean and tidy



1986 C REG LEYLAND OLYMPIAN

East Lancs body, Gardner 6LXB/Hydracyclic, 74 coach seats.
Test 06/05



1994/5 L AND M REG VOLVO B6'S
ZF gearboxes, Volvo engines, 40 seats (some coach seated) large choice. These buses are a good opportunity to buy modern buses at reasonable prices.

£11000 each plus tyres and VAT



1982 X REG LEYLAND OLYMPIAN

Roe Body, Gardner 6LXB/Hydracyclic, 76 seats. Good test



1989 F REG DENNIS DOMINATOR GARDNER 6LXB/VOITH

Alexander body, 76 seats



1996 P REG DENNIS DART SLF's

Plaxton Pointer bodies, 32 seaters, 9.2 metres long



ROUTEMASTERS

Last chance to buy a London classic!! 72 seaters all with current tests, recent refurbishments including Cummins engines. Limited number available, ideal buses for weddings, special events. etc



1990 G REG SCANIA 113'S VOITH AUTOMATIC

Alexander 51 seat bodies with 24 standing. These are good quality high capacity single decks which are not usually available so they will sell fast!!!



1983 A REG LEYLAND OLYMPIANS

Gardner 6LXB/Hydracyclic, low height 13'8", 77 seats, all tested well into next year



1985/6 B AND C REG LEYLAND OLYMPIANS

Cummins L10's/Voith 4 speed auto (60mph), low height (13'8"), 77 seats, all tested well into next year.



1996 DENNIS LANCE SLF's

Cummins engines, Berkhof bodies, 2 door with either 33 or 37 seats



Telephone 01708 865656 Fax: 01708 864340

Visit our new website at www.ensignbus.com
or e-mail sales@ensignbus.com



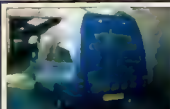
MERCEDES 709D MARSHALL BODY

1995 M Reg
23/25 seats

Manual gearbox,
choice of many.

Very good condition
from £4,950

Stafford Bus Centre
Tel: 01782 791774
Mobile: 07803 222552



1 x 1994
LDV 300 Series
16 seater, coach interior
(luggage racks, rear
heater etc.)
£2,250 ono



1 x 1993
Transit
14 seater, re-covered seats,
reliable runner
£2,250 ono



2 x 1994 Volvo B10M Berkhof Excellence
2000 High Liner coaches, rear sunken galley and toilet
(special build) 1 x 50 seater, 1 x 46 seater, Real eye catchers.
Very good condition, well maintained. Used only on tour
work. Toilet, drinks, fridge, drivers bunk, Telma, theatre style
seating. TV/video/Radio/PA system installed

£48,000 each ono

The above vehicles are in daily use,
please phone to view
Tel: 01709 888000

793/1012634/SH



1990 Scania K113 Van Hool Alizee

51 seats & courier, centre toilet,
New MoT

£26,950 plus VAT

South Dorset Coaches Ltd
01929 423622

793/1012636/SH

tallon for sale



Scania K93 Auto Plaxton
Paramount 3500 (J-Reg)
49 seats + courier, rear toilet

For more information visit
www.assetbid.com

Phone: + 44 (0) 161 832 7000

793/1012647/SH

A NUMBER OF
"N" AND "P" REG
FACTORY BUILT
16 SEATER MINI BUSES
COIF & MOT?

"N" Reg's from £3250.00
+ VAT and "P" Reg's
from £3780.00 + VAT

Well Maintained

Tel: 0121 474 6888
Mike Grosvenor



1996 Dennis Javelin (245) Marco Polo Explorer

51 seats, rear toilet, rear continental
door, hot drinks, tested 11/05.

In plain white

This is value at £42,000 + VAT
(01874) 62 22 23
Williams Coaches Brecon

793/1012640/SH



Mercedes 814 Reeve Burgess Beaver

1990/H 33 Seater, coach spec, power door,
metallic red. Wheel trims. Tested 09/05.
1st to see will buy at just

£10,700 + VAT

(01874) 64 22 23

Williams Coaches Brecon

793/1012641/SH



1983 Volvo B10M Jonckheere P50

53 retrimmed seats, radio, PA, MOT 29
April 05, engine seized due to water
problem

Bargain £3,000 no offers

Tel: 01257 47 33 33
or 07740 41 7969

793/1012645/SH



Stafford Bus Centre



Specialist Bus & Coach Sales



VOLVO D10M CITYBUS EAST LANCS BODY

1989, G reg, 88 bus seats, choice of 6 & 4,
all with long MoTs from

£19,950

(Can be belted/painted at cost)



VOLVO D10M CITYBUS ALEXANDER BODY

1988 F Reg, twin door, 76 seats, long MoT,
last one available

£15,950



MCW METROBUS MKIIa

E, F & G reg, 73 seats, Gardner engine,
Voith gearbox, various MOT's, choice of

From £7,950



LEYLAND OLYMPIAN ECW (LOW HEIGHT)

Choice of Y, A and B Reg
£3,950 - £6,950

MORE DUE IN SOON



DENNIS DOMINATOR EAST LANCS BODY

1988 E Reg, 76 seats,
clean inside and out, choice of 3 from

£3,450



MCW METROBUS 1986 C REG

77 seats, long MOT, 4 speed auto
clean inside and out, 1 remaining

£3,950



MAN 11.220 MARSHALL BODY

1995 N Reg, 38 bus seats, long MoT,
choice of 6 choice of 2

£11,950

Also P Reg with later shape
body at £13,950



LEYLAND TIGER PLAXTON DERWENT

1989, F Reg, new MoT,
54 bus seats

£5,950 £5,250



MERCEDES 709 ALEXANDER SPRINT

1993/94 L reg, 23/24 bus seats, very clean,
choice of many

From £4,950



DENNIS DART CARLYLE BODY

1990 H reg, Clean condition inside and out,
various MoT's, 28 seats

from £4,450



MERCEDES 811D ALEXANDER SPRINT

1995, M Reg, 31 bus seats, Allison auto

£10,950



MERCEDES 709D ALEXANDER SPRINT

1996 N Reg, fitted with 25 new HB coach
seats and belts, repainted in metallic sil-
ver, and new MOT

£12,950



MERCEDES 709D PLAXTON BEAVER

1995, N Reg Allison Auto, 27/29
seats, choice of 3, full MOT

From £9,950



MERCEDES 709D ALEXANDER SPRINT

Choice of M, N and P Reg, manual gear-
boxes, 27/29 bus seats

from £8,750

also N Reg 29 seat auto at **£9,950**



MERCEDES 811D ALEXANDER SPRINT

1996 N Reg, fitted with 31 new M2 tested
3 point belted coach seats with 3 point
belts, walnut dash kit, stainless
wheeltrims etc

£18,950



MERCEDES 811D PLAXTON BEAVER

1993 L reg, 31 bus seats, Allison auto,
Choice of 2

From £6,950

Also N Reg @ **£11,950**

Mercedes Rental: 1 week to 1 year, 29-33 Bus or Coach seats - Credit Card Payments Welcome

MERCEDES 814 VARIO 1998 R Reg, 27 bus seats, manual box, choice of 2 from..... **£13,950**

MERCEDES 709D WADHAM STRINGER 'WESSEX' 1995 M Reg, 29 seats, Allison Auto **£5,950**

MERCEDES 709D PLAXTON BEAVER 1988 F Reg, 25 HB seats (needs retrim)..... **£1,595**

DENNIS LANCE WADHAM STRINGER 1992/3 K Reg, 70 new HB seats with belts,
Cummins, (C series) + 2F auto, 3 in build..... **£34,950**

VOLVO D10M CITYBUS 1990 H Reg, 87 seats, single door conversion, currently in build,
can be retrimmed/belted to your spec..... **Final price dependent on spec**

AEC ROUTEMASTER (RML) D Reg, unfortunately fitted with a broken Cummins (C series)

engine a few other bits and pieces missing. Offers over..... **£3,750**

LEYLAND NATIONAL GREENWAY Volvo repower, vgc, choice of 2 from..... **£3,750**

TBP (FREEWAY) 1996 PP (SLF) Yes (super low floor) 24 seats, ideal spare vehicle for
super low contract. Choice of 2..... **£3,250**

OPTARE SCOT 1999 T & V Reg, 28 belted bus seats, 1 owner. Good condition throughout.
Choice of 2 from..... **£45,950**

LEYLAND NATIONAL GREENWAY Rebodied 1992, PP, Gardner engine, 41 seats, very clean
throughout, long MoT (also 49 seater available)..... **£2,750**

All sold more due

STOCK CHANGING DAILY
LICENSED CREDIT
BROKER

www.staffordbuscentre.com
01782 791774

**all prices
plus VAT**

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07803 222552 Mobile

5 MINUTES FROM
JUNCTION 15,
M6 10 MINUTES FROM
JUNCTION 14

SHOWROOM



1992 Kassbohrer Setra S215HD
49 reclining seats with Air-Con, webasto, fridge, video, boiler, centre sunken toilet & retarder, new engine 2000, gearbox reconditioned 2003, new clutch. MOT Oct 2005, well maintained, and in excellent condition

Reduced Price
£28,995 + VAT Ready to work!
Tel: 01962 760222/07796 138844
Email:
sales@taylor-coaches.co.uk
Taylors of Sutton Scotney Ltd, Hampshire



MERCEDES 814D NOUVELLE

25 Fainsa seats, 2 tables, private plate, coach spec, low mileage, long MoT, 6 speed gearbox

£20,000 + VAT
01223 441100 (Cambridge)



2001(May) Volvo B10M Berkhof Axial (Automatic)

51 recliners, air conditioning, toilet, water boiler, fridge, curtains, drivers bunk, TV & Video

MoT Various (Choice of 4)

£104,950 + VAT

Contact Jason Ferris on 01443 844222

BE AWARE OF IMITATIONS

There is only one Bus and Coach Buyer. Please ensure that you are speaking to either Sallyanne, Amanda or Katie when dealing with calls about your advertisement
DONT BE FOOLED BY IMITATIONS Call the team on 01775 711777

Bus&Coach BUYER Bus&Coach BUYER Bus&Coach BUYER Bus&Coach BUYER

FORECOURT

1995 DENNIS JAVELIN GX BERKHOF EXCELLENCE 1000LD

low driver, 51 recliners, rear continental door, sunken toilet, double glazing, crew seat, air conditioning

£46,000

BOB VALE COACH SALES
01494 716996

2001 Y Mercedes 814D Vario

24 high back seats with 3 point belts, courier seat, curtains, luggage racks & forced air, boot, radio/PA, MOT March 2005

£29,750 + VAT

1998 R Mercedes 614D Vario

24 high back seats with 3 point belts, luggage racks, boot, radio/PA, MOT May 2005

£20,750 + VAT

Tel: 01947 602922

75/77 sts NEOPLAN SKYLINER 1986 PRIVATE PLATE

Gardner Automatic.

MoT Aug 05

£15,000 + VAT ono

As above 1988 PRIVATE PLATE

MoT Sept 05

£16,000 + VAT ono

Tel: 01803 864161 or 407270

BELFAST BUS COMPANY NI

1997 Mercedes 814 Vario

33 seats Plaxton Beaver II, coach spec, manual, luggage racks, forced air, belts, boot, retrimmed 1 year ago. Good bus all round

£18,750 + VAT

Tel: 02890 742444

DAF SB3000WS - VAN HOOL ALIZEE DH, 1995 'M' Registered, Air-conditioned, 330bhp WS version of the DAF 11.6 litre engine with manual gearbox. Currently fitted with 49 reclining seats with seat belts plus courier seat. Rear saloon toilet and continental door. Excellent luggage space. Video system with single 21 inch screen. Hot drinks boiler and fridge. Exterior - silver/blue/green metallic. Interior - grey/blue with entrance, step and aisle carpets plus curtains. Serviced by ourselves from new and in excellent condition throughout. Sold with 12 months MOT, Choice of two

DAF SB3000WS - VAN HOOL ALIZEE DH, 1996 'N' Registered, Climate Control - Air-conditioned, 330 bhp WS engine with ZF automatic gearbox. Ex Everton FC team coach and fitted with 32 reclining seats with all passengers sat at tables. Two additional double seats included to convert to 36 seater executive if required. Rear saloon toilet and continental door, centre servery with hot air oven, microwave, refrigerators, H&C water. Video system with 4 screens and multi channel headphone system. Exterior - blue/white. Interior - blue/green with full carpets plus curtains. Serviced by ourselves from new and in excellent condition throughout. Sold with 12 months MOT

With new vehicles arriving during Nov 2004 and early 2005 we are open to offers on the above coaches. For more details please contact Mike or Phil on 01942 727985 or visit our website at www.eaveswaytravel.com under the news section.

1998 JONCKHEERE MISTRAL, 51/53 seats, air con, tv, video, PA, boiler, full spec **EPOA**
1999 Volvo T9 Alizee, full spec EPOA
Leyland School Bus, 55 seater suitable for schools EPOA

2000 Van Hool T9, triaxle, 49/53 seater 03, Scania Irizar, 49 seater executive, 3 point belts. Webasto, invertor, microwave, CD, DVD etc...

WANTED
Rear Axle Suitable for Neoplan Skyliner ZF or Mercedes

Volvo B58 Plaxton for breaking
Neoplan 49 seater for breaking

Several registration plates for sale, Phone for details

Tel: 01270 625096
Mobile: 07714 521089
Barratt Coaches

1988 Scania 113 Van Hool Alizee, 55 recliner seats, Telma, cont. door, very clean, demountable toilet and fridge for refit, tel/video, CCTV, MoT April 05.....**£21,500 + VAT**

1988 As Above, with 83 recliner seats, MoT August 05.....£21,500 + VAT

1987 Scania 113 Plaxton 3500, 55 recliner seats, TV/video CCTV, MoT July 05.....**£16,500 + VAT**

1987 Volvo B10M Plaxton Paramount 3500, 49 recliner seats, cont. door, toilet, MoT March 05.....**£14,500 + VAT**

1984 DAF 11.5 Ltr Duple Caribbean, 55 bench seats, MoT Dec 04.....**£2,950 + VAT**

All vehicles are white, seatbelted, in daily use and thoroughly serviced

Phone 01249 821821 (Wiltshire)

FORECOURT



1990 'G' Caetano

20 seater coach side air door, PSV tested, rear emergency door, 3 point seatbelts, luggage racks, diamond white, 5 speed manual, very good condition must be viewed any trial welcome

£4,950

All credit cards accepted
Parkway Commercials

Tel: 0208 759 3969
Mobile: 07766 670411
Mobile: 07831 312879

1990 Leyland Swift Reeve Burgess Harrier

37 seat manual, cummins
6BT, new clutch, wheel
trims, MoT to 10/05 tax,
seat belts. Certified
28/10/03 Ex Police. Low
mileage

£7,895 ono

1986 Tiger Duple 320

53 seats, service MoT 10/05
4 new tyres. Good work
horse tax to 04/05

£4,200 ono

1989 Dennis Javelin Duple 320

70 seat new conversion lap
and diagonal. MoT 03/05
Tax to 10/05. Excellent
condition drives like new.
Private plate

£28,000

Call Nick on
01929 423388
or 07778430486

Volvo B10M 1989, Ikarus Blue
Danube, 49 seats, toilet, radio, PA,
P/P, MoT 22/9/05

£6,500

Volvo B10M 1988, 51 seater,
toilet, radio, PA, P/P, MoT
12/2/04, retrimmed Jonckheere

£11,500

Leyland Tiger 1989 Duple 320,
51 retrimmed seats, Cummins L10
engine auto, 12v retarder, MoT
13/3/05

£7,500

All have seatbelts

All prices are plus VAT ono

Tel: 0131 440 1013 Mob: 07785 523505

Van Hool Scania 1990, K92, 49
seater, toilet, radio, PA, tv, video,
MoT Dec 04, P/P

£15,500

Leyland Tiger 1989 Duple 320,
70 seater, new seats, 3 point
seatbelts, excellent condition, MoT
13/5/05

£24,500

Van Hool Scania 1994, 49
seater, toilet, tv, video, radio PA,
MoT Feb 05

£33,000

1991 SCANIA VAN HOOL ALIZEE MANUAL

51 recliners,
crew seat, toilet,
2 TVs, vgc

£22,500 + VAT

Tel:
01327 312958

2001 Y Mercedes 814D Vario

24 high back seats,
3 point belts, courier seats,
Dec. curtains, luggage rack,
lights, forced air. Dropwell boot,
twin fuel tanks. Radio, cassette,
CD. PA. MoT, Taxed April
2005. Owner driver since new

£28,500 + VAT

J.A.D. Travel
01670 737 307

Delivery of new vehicle forces sale



Feb 2001 X Vauxhall Movano 3500

2.5D Minibus 95,000 miles S.D. PAS
SPS airbags, rear Ricon disabled toilet, unwin
tracking 9 seats, 1 wheelchair long 2005 MoT
Diamond white paintwork

Drives superb, finance arranged
£7,995

All credit cards accepted
Parkway Commercials
Tel: 0208 759 3969
Mobile: 07766 670411
Mobile: 07831 312879

1982 TIGER SUPREME 6

MoT till Sept '05, taxed till March '05,
57 good quality retrimmed seats, manual.
New tach, good reliable vehicle

£2,850 ono

1990 G REG TRANSIT 16 SEATER MINIBUS

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27 seater, fire damage to
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on Telma manual gearbox, 49 53 seats centre
dismount toilet, drinks, carpeted throughout, seat
back tables Radio PA Base white MoT 30/10/05
Tax 3/3/05

£77,500 + VAT

1988 Leyland Tiger TL II Plaxton 3200 53
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57 reclining seats, Telma Ferrylift,
MOT until August, very good
sound reliable coach

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1989 Leyland Tiger Plaxton 3200

57 seats, MOT until March

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No MOT could be driven away

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48 recliners, air con, toilet,
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TV, video, tinted double
glazed windows with
curtains, MOT, no tax

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51 seats, air con, video/2 monitors,
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49 seats, air con, video, fridge, hot
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for video, MoT until April '05

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57 seats, MoT April '05

£4,250 ono

1990 Optare Delta DAF SB220
49 bus seats, MoT until March '05

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Service Bus** 48 seats, MoT until April '05

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1990 Volvo Jonckheere Deauville Low Driver, 53 seats, MoT 03/05	£24,000
1989 Volvo B10M Mk3 Duple, 57 seats, lap & diagonal belts, MoT 07/05	£18,000
1986 Volvo B10M Plaxton, 53 seats, MoT 12/05	£9,500
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Features front entry with power door, 24 high back coach seats, M2 tested, 3 point seatbelts, luggage racks, curtains, stereo, tinted panoramic windows, forced air and reading lights, full body skirts large dropwell boot always available, complies with Euro 3, ABS braking. Power door option available

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FINANCE UP TO 7 YEARS TO PAY

**BRAND NEW MERCEDES 413 CDI
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REAR END**

These superb vehicles feature front entry lowered step, 16 full size M2 reclining highback seats, 3 point seatbelts, bonded Panoramic windows, body skirt kit, stainless steel Euroliners. blown air, reading lights, **extended coach rear end with huge boot**, stereo, ABS braking, walnut dash and more. The very best available

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16 MILLENNIUM**

Look at this, front entry, 16 high M2 coach seats, 3 point belts, huge dropwell boot, blown air, reading lights, 2.8 turbo, 6 speed gearbox, skirts, show curtains, panoramic tinted bonded windows, walnut dash, cruise control and electric mirrors, incredible leg room, ABS braking. This really needs to be seen.

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SOLERA**★ T99 OPTARE SOLERA
35 SEATER + COURIER ★**

A superb example of this sought after minicoach, 35 high back luxury reclining seats + courier seat, one owner from new, with all the usual extras, outstanding condition, must be seen

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WHEELCHAIR ACCESSIBLE**P REG RENAULT B110
MESSENGER 12 SEATER**

Features front entry power door, 12 highback detachable seats, Ricon clearway tailift, power front entry door with lowered step, automatic gearbox, long test, good condition, finished in blue

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**N96 MERCEDES 10 SEATER
WHEELCHAIR ACCESSIBLE**

This vehicle has 8 removable and 2 fixed seats fitted with seat belts enabling the whole floor area to be utilised for wheelchair use. Entry to the vehicle is either via a redesigned front entry step or by Ricon Clearway tailift

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Finance from £43 p/w

CITROEN**X2001 CITROEN RELAY
LUX 8 SEATER**

Features brand new Holloway conversion with 8 highback luxury full size coach seats, 3 point belts. Full soft trim with non slip flooring, full wheelchair access with telescopic ramps, 11000 miles only recorded, superb. **Choice of two**

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From £13,995 + VAT
Finance from £47 p/w

51 REG LDV CONVOY 16 SEAT FRONT ENTRY TURBO

Features front entry lowered step, 16 highback seats, 2.5 Ford Turbo Diesel, luggage racks, Euroliners, low mileage, long test. Excellent condition

From £13,995 + VAT
Finance from £47 p/w

LDV

R98 - 02 PLATE REG LDV CONVOY 16 SEAT HI-TOPS

A choice of 50 vehicles all low mileage, these models have either the Transit Di engine and gearbox or the 02 plates have the quatorque turbo diesel engine, 16 M2 highback seats, tested seatbelts, immaculate condition

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Features 16 highback M2 seats, and 3 point seat belts, low top roof, low mileage, excellent condition

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FORD

W2000 FORD TRANSIT 14 SEATER

Standard factory, 14 seater, highback M2 seats, 3 point belts, sliding side door, finished in white

Reduced to £8,995 + VAT
Finance from £37 p/w

1999 FORD TRANSIT 16 SEATER

Standard Factory vehicle with highback seats, 3 point belts, long test, finished in white. Excellent condition

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Finance from £34 p/w

2002 52 PLATE FORD TRANSIT 280 LUXURY 8 SEATER

This superb new conversion features 8 highback full size seats, 3 point seatbelts, full luxury interior, non slip flooring, rear seat on tracking, stereo, flush glazed tinted windows, 18,000 miles only.

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2001 Optare Soroco Luxury, 16 seat, 1 owner

2002 Optare MK V, 22 seater, full leather

2001 Optare MK V, 24 seater, 1 owner

MERCEDES

X 2000 OPTARE NOUVELLE II 31 SEATER

Features front entry power door, 31 highback M2 full size seats, 3 point belts, luggage racks, boot, Euroliners, walnut dash complete with fresh test, finished in silver with 58000 recorded miles only, an excellent example of this popular vehicle.

£42,995 + VAT
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2002 MERCEDES VARIO 614 23 SEATERS

Features front entry lowered step, 23 highback coach seats, 3 point seatbelts, luggage racks. Full height luggage boot, 1 owner, vehicles will be offered in plain white, excellent buy. 1 only remaining

SALE

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W2000 MERCEDES 814 VARIO 24 SEATER

Features front entry power door, 24 highback coach seats, 3 point belts, forced air, and reading lights, dropwell boot, skirts, fully repainted. Excellent condition

£29,995 + VAT
Finance from £99 p/w

L REG MERCEDES 709 29 SEATER

Features front entry power door, 29 highback moquette seats, seatbelts, luggage racks, long test. Good condition

£14,995 + VAT
Finance from £54 p/w

2002 MERCEDES REGO CDI LUXURY 8 SEATER

This remarkable vehicle has 8 reclining leather passenger seats, full vehicle air conditioning, full luxury interior trim with leather features. Electric windows/mirrors, alloys, rear demountable table, curtains, walnut dash, 1 owner with only 5800 miles, rear spoiler, finished in silver. Cost £33,000 when new superb value at only

£17,995 + VAT
Finance from £63 p/w

V99 MERCEDES 108 CDI 7 SEATER

Features 7 M1 highback seats, 3 point belts, twin side door, PAS. Good condition, Full test

£8,995 + VAT

Finance from £37 p/w

S 98 MERCEDES 310 TURBO SPRINTER 14 SEATER

Features 14 highback M2 seats, 3 point belts, side entry, side door, 31,000 recorded miles, 2.9 Turbo diesel. Superb condition

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TOYOTA

T99 TOYOTA OPTIMO MKIV 24 SEAT ACCESSIBLE

Features rear opening tailgate, a hidden underfloor tailift, 24 highback seats, 3 point seat belts, forced air, reading lights, power door, 1 owner, superb dual purpose vehicle

£29,995 + VAT
Finance from £99 p/w

N95 TOYOTA OPTIMO MKIII 21 SEATER

Features front entry, power door, 21 highback full size coach seats, forced air, reading lights, finished in white, superb condition.

£14,995 + VAT
Finance from £54p/w

M REG TOYOTA OPTIMO MKIII 18 SEAT, AIRCON

Features front entry power door, 18 highback reclining seats, seatbelts, full MAC air conditioning, stereo, large boot, full test, good value. Can be run as a 16 seater non Tacho

£14,995 + VAT
Finance from £54p/w

K REG TOYOTA OPTIMO MKII JUST ARRIVED

Features 18 highback reclining seats, large boot, forced air, reading lights, power door, can be run as 16 seat non Tacho. Full test, good condition. Can be run as a 16 seater non Tacho

Reduced to £9,995 + VAT
Finance from £39p/w

1992 TOYOTA OPTIMO MKII 18 SEATER

Features 18 highback full size coach seats, seat belts, forced air, reading lights, power door, large boot, well maintained mechanically & bodily. Can be run easily as 16 seat non Tacho. Finished in beige & blue. A truly superb example. Can be run as a 16 seater non Tacho.

Reduced £10,995 + VAT
Finance from £43p/w

J REG TOYOTA OPTIMO MK II 18 SEATER

Features 18 highback seats, seat belts, large boot, tables, complete with full test, can be run 16 seat Non-Tacho. Good condition, this excellent vehicle drives well. Can be run as a 16 seater non Tacho

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X2001 TOYOTA HI ACE LUXURY 8 SEATER LWB

Features a superb luxury conversion with 8 M2 moquette seats, 3 point seat belts, rear seats on tracking, wheelchair ramp, loads of luggage room, 13,000 miles only with full service history, mint condition

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W REG IVECO TURBO DAILY



45.10, 2.8 diesel, Irisbus PTS Conversion, PAS, stretcher point, 8 removable high back seats, Unwin tracking, PLS underfloor t/lift, front entry door, low front entry, ex NHS. Choice of 2, 1 Remaining

X REG FIAT DUCATO



2.8 Turbo diesel, 5 speed, PAS, long wheel base, high roof, 8 high back seats plus 2/4 wheel chairs, Unwin tracking, Ricon tailift, side loading door low entry, ex authority only 25,000 miles. Choice of 2, 1 Remaining

1994 L REG MERCEDES 709D
AUTO TRANSMISSION



Diesel, coach built body, PAS, 8 to 24 removable semi high back seats, Unwin tracking, pls underfloor t/lift, power door front entry, one owner, ex local authority, low miles 90,000 kms, 1 remaining

S REG IVECO TURBO DAILY 45.10



2.8 diesel, Euromotive Conversion, PAS, 16 removable semi high back seats, Unwin tracking, Ratcliff underfloor t/lift, power door low front entry, destination board, ex council, new engine

P REG FORD TRANSIT 190 IVECO
COACH BUILT BODY



2.5 diesel, 5 speed, PAS, LWB, 12 removable semi high back seats, plus 2 wheel chairs, Unwin tracking, Ratcliff, underfloor t/lift, full height power door, low front entry, ex council, 55,000 miles

NEW UNREGISTERED IVECO 50
C13



Turbo diesel, Iris conversion, 16 seats, power plug door, high roof, bonded windows, M2 floor, M2 high back seats, Unwin tracking, heater, new underfloor PLS tail lift, new conversion in stock

W REG VOLKSWAGEN LT46



2.5 Turbo diesel, LWB, PAS, air con, Crest Luxury Conversion, 16 removable high back seats, Unwin tracking, Ratcliff underfloor tailift, side loading door, AVS step, ex local authority, mint condition and only 49,532 kms.

R REG PEUGEOT EXPERT
CHAIRMAN



1.9 diesel, PAS, twin side loading door, 3 seat's plus driver plus wheelchair, electric winch and fold down ramp, one owner ex local authority, 39,000 miles full service history

W REG RENAULT MASTER T35D



2.5 Diesel, 5 speed, PAS, long wheel base, O & H Conversion, side loading door, 12 seats or 5 plus 3 wheelchairs, Unwin tracking, Ricon tailift, one owner mint condition, 31,000 miles only

V REG RENAULT MASTER T35D



2.5 Diesel, 5 speed, PAS, long wheel base, O&H conversion, side loading door, 16 seats or 5 plus 3 wheel chairs, Unwin tracking, Portaramp, one owner, mint condition, 55,000 miles

2001 X REG IVECO TURBO
DAILY 50C11



2.8 Diesel, Mellor Vancraft Conversion, PAS, 16 removable high back seats, Unwin tracking, pls underfloor tailift, slam door, low front entry, ex lease low mileage, 40-50,000 kms. Choice of 4

51 REG VOLKSWAGEN
TRANSPORTER



2.5 Turbo diesel, MWB, PAS, 8 high back seats, Unwin tracking, Ricon fully automatic tail lift, side loading door, ex local NHS authority, mint condition and only 6,500 miles

W REG RENAULT MASTER T35D



2.5 Diesel, 5 speed, PAS, long wheel base, O & H conversion, side loading dor, 12 seats or 5 plus 3 wheel chairs, Unwin tracking, Ricon tail lift, one owner mint condition, 31,000 miles only

V REG PEUGEOT BOXER



2.5 Diesel, 5 speed, PAS, long wheel base, high roof, side loading door with step, 16 high back with three point seat belts, one owner good condition, 45,000 miles only, ex school, choice of 2

2001 X & Y REG RENAULT
MASTER T35D



2.5 diesel, 5 speed, PAS, L W Base, UVG conversion, S Ldoor with fold down step, 9 seats or 5 plus 3 wheel chairs, Unwin tracking, Rolac ramp, piped oxygen, one owner full Renault main agent service history, choice of 2

V & T REG FORD TRANSIT 90



2.5 diesel, 5 speed, semi high roof, PAS, SWB, 7 high back seats plus 1 w/chair, Unwin tracking, Ricon tail lift, side loading door and step, ex local charity, low miles, choice of 2

R REG IVECO TURBO DAILY 35.10



2.8 turbo diesel, PAS, MWB, side loading door & step, 12 high back seat's plus space for 2/3 wheelchairs, Unwin tracking, pls underfloor t/lift, ex local authority, only 53,000 miles

T REG PEUGEOT BOXER



2.5 diesel, 5 speed, PAS, medium wheelbase, high roof, side loading door with AVS step, 12 removable seats, Unwin tracking, Rolac rear ramp, one owner, mint condition, 23,500 miles only

1996 P REG MERCEDES 609D
WADHAM COACHBUILT BODY



LWB, PAS, full height electric power door with low front entry, 20 removable high back seats, Unwin tracking, Ratcliff tail lift, Eberspacher heater, ex local council, good condition

T REG MERCEDES SPRINTER
412D LWB



PAS, 2.8 Turbo diesel, Frank Guy Conversion, 14 removable high back seats, Unwin tracking, pls underfloor tailift, front entry door, low front entry, ex local authority, low miles



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Mercedes Benz Sprinter MWB, 2.2 ltr Turbo Diesel Date first registered 17/05/2001. Colour: Blue, No. seats: 14, No. owners: 1. Condition: Very good, Transmission: Manual, Mileage: 49000 miles. MoT until: 13/06/05, 311 CDI, High roof, non-slip flooring, power steering, radio/cassette player, side load door, twin front passenger seat. Option 9 seater W/C access. At additional cost: Wheelchair Options. **£11,850 plus VAT**



Volkswagen, LT 46 LWB, 2.5 ltr Turbo Diesel Date first registered 05/06/2000. Colour: White, No. seats: 16, No. owners: 1. Condition: Good, Transmission: Manual, Mileage: 53000 miles. MoT until: 04/04/2005, Air conditioning, coachbuilt body, electric power door, Ratcliff under floor wheelchair lift, 16 seats all removable, fully tracked floor, PSV tested, COIF. **£19,750 plus VAT**



Volkswagen, Caravelle SWB, 2.4 ltr Diesel Date first registered: 07/10/1997. Colour: Red, No. seats: 7, No. owners: 1. Condition: Good, Transmission: Manual, Mileage: 55000 miles. MoT until: 29/10/2004. Central Locking, Full Width Lightweight Ramp, Lowered rear floor for wheelchair access, Lowering rear air suspension, Non Slip Flooring, Power Steering, Radio/cassette player, Side load door, Single front passenger seat. **£7,900**



Ford Transit MWB 2ltr Turbo Diesel 01/06/2003. White, 9 Seats, 1 Owner, As New Condition, Man. 5000 miles. MoT 01/05/2006. M/Wheelbase, M/Roof, 9 seats including driver, C/Locking, Option 9 seater W/C access at additional cost, P Steering, Radio/cassette player, Twin front passenger seat, Twin Side Doors, Air Bags, Wheelchair options available from £1350. **£13,200 plus VAT**

Ford Transit 15 seat mini bus LWB 2.4 ltr turbo diesel. Date first registered 01/08/2001. White, 15 seats, 1 owner, very good condition. Transmission: Manual, Mileage: 24000 miles, ABS, immaculate condition inside and out. LWB high roof, non-slip flooring, power steering, radio/cassette player, service history, side load door, twin front passenger seat, wheelchair options, remote central locking. **£10,950 plus VAT**



Peugeot, Boxer LWB 2.8 ltr HDi Turbo Diesel registered 01/09/2001. White, 17 seats, 1 owner, good condition, manual transmission, 48,000 miles. **£9,250 plus VAT**



Mercedes Benz, Sprinter LWB 2.2 ltr Turbo Diesel, Date first registered 22/03/2002. Colour: White, No. seats: 16, No. owners: 1. Condition: As New, Transmission: Automatic, Mileage: 17000 miles, MoT until: 07/05/2005, A.B.S., Air conditioning, Automatic Transmission (Sprintshift), Front Entrance High roof, immaculate condition inside and out, Non-Slip Flooring. Options available: Power Steering, Radio/cassette player, Service History, Balance of 3 year's manufacturers warranty. **£19,750 plus VAT**



Volkswagen Caravelle SWB, 2.5 ltr TDi Diesel Date first registered 01/08/2001. Colour: Metallic light green, 8 seats, 1 owner, very good condition, automatic transmission, 50,000 miles. MoT until: 24/10/2005. top of the range, ABS, air bag, air conditioning, automatic transmission, electric mirrors, power steering, radio/cassette player, rear saloon heating/cooling system, remote central locking, single front passenger seat, triple seat to rear, wheelchair options at additional cost. **£11925 plus VAT**



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USED

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2000 (W) PLAXTON CHEETAH, 33 seats, coach spec

1997 (P) MERCEDES 614, 24 seats, PA, coach spec

1996 (N) MERCEDES 711, 29 seats, Mellor body, coach built, coach spec

1995 (N) MERCEDES 711, 25 coach seats, Mellor body, coachbuilt coach spec.

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1998 SETRA S250 SPECIAL.

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BOVA

1998 BOVA FUTURA FHD

49 reclining seats, air conditioning, centre sunken toilet, continental door, fridge, water boiler, video & monitor, retarder. Interior - blue/red. Exterior - white.

1996 BOVA FUTURA FHD

49 reclining seats, centre sunken toilet, continental door, fridge, water heater, wired for video & monitor. Interior - grey. Exterior - white

1996 BOVA FUTURA FHD

49 reclining seats, centre sunken toilet, continental door, fridge, water heater, air conditioning, wired for video & monitor. Interior - grey/red. Exterior - white/yellow.

1990 BOVA FUTURA FHD

55 reclining seats. Interior - brown. Exterior - white.

1986 BOVA FUTURA FHD

53 reclining seats, courier seat, seat belts, centre sunken toilet, continental door, drinks machine, double glazed. Video & monitor. Interior - brown graffiti. Exterior - white.

VOLVO

2000 VOLVO B10M VAN HOOL ALIZEE T9

46 reclining seats, rear servery incorporating fridge, water heater, sink & storage cupboards, rear floor level toilet, wired for video & monitor. Interior - grey/maroon. Exterior - white/maroon.

2000 VOLVO B10M VAN HOOL ALIZEE T9

53 reclining seats, rear floor level toilet, power operated in-swing entrance door. Interior - grey/maroon. Exterior - white/maroon. Choice of 2.

1999 VOLVO B10M VAN HOOL ALIZEE T9

48 reclining seats, rear floor level toilet, rear servery incorporating fridge, water heater & storage cupboard, air conditioning, wired for video & monitor. Interior - yellow/blue. Exterior - white.

1998 VOLVO B10M VAN HOOL ALIZEE T9

53 reclining seats, rear floor level toilet, in-swing power operated entrance door. Interior - grey/maroon. Exterior - white. Choice of 2.

1997 VOLVO B10M BERKHOF AXIAL

49 reclining seats, centre sunken toilet, continental door, air conditioning, wired for video. Interior - grey/multi. Exterior - white/yellow. Choice of 2.

1996 VOLVO B10M JONCKHEERE DEAUVILLE

49 reclining seats, centre sunken toilet, continental door, fridge, drinks dispenser, wired for video & monitor. Interior - grey/red. Exterior - white.

1995 VOLVO B10M JONCKHEERE DEAUVILLE

51 reclining seats, centre sunken toilet, continental door, wired for video & monitor. Interior - blue. Exterior - white.

1995 VOLVO B10M VAN HOOL ALIZEE

53 reclining seats. Interior - grey/red. Exterior - white.

1994 VOLVO B10M VAN HOOL ALIZEE

50 reclining seats, rear sunken toilet, rear continental door, air conditioning, drinks dispenser, wired for video & monitor, Telma retarder. Interior - Autumn tint. Exterior - red/white.

1990 VOLVO B10M JONCKHEERE DEAUVILLE

51 reclining seats, rear sunken toilet, continental door, drinks dispenser, wired for video & monitor. Interior - red. Exterior - white.

1990 VOLVO B10M VAN HOOL ALIZEE

49 reclining seats, centre sunken toilet, continental door. Interior - grey/red. Exterior - white.

1990 VOLVO B10M JONCKHEERE DEAUVILLE

51 reclining seats, rear sunken toilet, continental door, wired for video. Interior - maroon/grey. Exterior - white.

1989 VOLVO B10M VAN HOOL ALIZEE

53 re-trimmed seats. Interior - red. Exterior - white.

IVECO

2003 IVECO BEULAS EL MUNDO

48 reclining seat, air conditioning, rear toilet, servery with fridge, drinks dispenser & storage cupboard, wired for video & monitor. Interior - green. Exterior - cream. Choice of 2.

2002 IVECO BEULAS EL MUNDO

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29 seats, powered door, automatic transmission. Interior - red. Exterior - white.

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29 seats, power operated entrance door. Interior - blue. Exterior - white.

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24 seats, powered door, large luggage locker. Interior - grey/red. Exterior - white.

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1993 MERCEDES 814 AUTOBUS CLASSIQUE

29 seats, 2 tables, powered door. Interior - grey/red. Exterior - white.

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51 reclining seats, centre sunken toilet, continental door, Telma retarder. Interior - grey. Exterior - white.

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51 reclining seats, centre sunken toilet, continental door, wired for video & monitor. Interior - red/grey. Exterior - white.

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55 re-trimmed seats, power operated door. Interior - brown. Exterior - white.

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1988 DAF DKFL CAETANO ALGARVE

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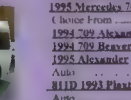
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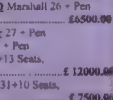
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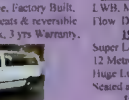
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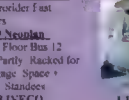
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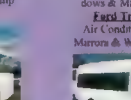
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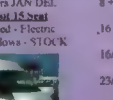
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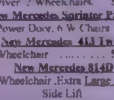
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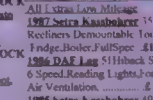
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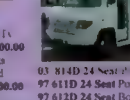
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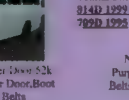
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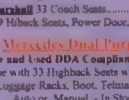
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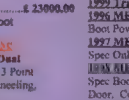
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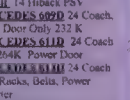
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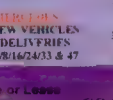
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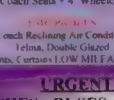
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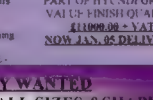
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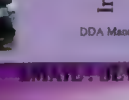
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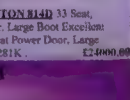
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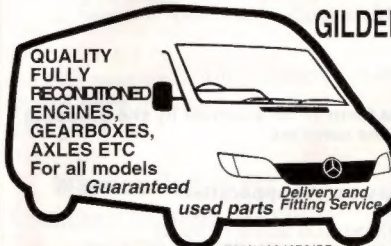
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